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1000 Introduction:

In response to the EXXON VALDEZ oil spill in Alaska, the United States government quickly enacted legislation to specifically address many of the deficiencies identified in the response system at that time. These included a lack of a unified effort between local, state and federal stakeholders, no common defined response structure either federal, state or local, poor information management to the press, public and other affected parties, and minimal information exchange between all parties. The development of the ACP through the area committee is essential in addressing and rectifying these issues.

The Area Contingency Plan (ACP) is a plan prepared by the Area Committee (AC) that is to be implemented in conjunction with the National Contingency Plan (NCP) and the Regional Contingency Plan (RCP), to address removal of oil and hazardous substances. The boundary of the area this plan covers includes those areas within the jurisdiction of the U.S. Coast Guard Marine Safety Office Chicago, IL. The area contingency planning process is based on the premise that proper planning is essential to a safe and effective response. In keeping with the Coast Guard Commandant's motto, “Preparation Equals Performance”, the Area Committee seeks to enhance the response community’s ability to successfully mitigate substantial threats or actual incidents through an effective and coordinated planning process. The purpose of the plan is to define roles, responsibilities, resources and procedures necessary respond to a myriad of spill response evolutions. It is important to note that the ACP is a plan for use in responding to an incident. Information found in the plan relating to such items as response resources should not be viewed as performance standards. These are planning criteria based on a set of assumptions that may not exist during an actual incident

The ACP is formatted within in accordance with Incident Command System (ICS), and complies with the requirements of the National Incident Management System (NIMS.) As an overview Section 1000 provides the authority and theoretical framework for the current response system in the United States. Section 2000 Command discusses the Unified Command concept while detailing the staff responsibilities of the Unified Command members including the Information, Safety and Liaison positions. Section 3000 Operations describes the structure and role of the Operations section including geographic response plans, which divide the entire COTP zone into manageable areas. The links to the maps provide all of the information necessary to identify sensitive areas and plan response operations. Section 4000 Planning provides the Planning Section structure and roles while detailing required correspondence, and permit and consultation procedures. Section 5000 Logistics addresses the Logistics Section while Section 6000 Finance details the Finance and Administration Section. Section 7000 Hazardous Materials is the units Hazardous Materials Plan. Section 8000 Marine Fire Fighting houses the Marine Fire Fighting Plan. The final section, Section 9000 Appendices, contains the appendices for the plan and they include notification procedures, personnel and resource directories, a draft IAP and other relevant documentation. All USCG ACPs will be in this basic format to allow for consistency across the nation while still accounting for geographic differences. This format also allows for easier manipulation in a computer medium.

1100 Authority:

1110 Captain of the Port Authority:

Executive Order 12777 of 22 October 1991 designated the following responsibilities for the Commandant of the U.S. Coast Guard (through the Secretary of Transportation) for the coastal zone, and for the Administrator of the Environmental Protection Agency for the inland zone. The term "coastal zone" is defined in the current National Contingency Plan (40 CFR 300.5) to mean all United States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on inland rivers, and the waters of the Exclusive Economic Zone (EEZ). The Coast Guard has designated areas, those portions of the Captain of the Port (COTP) zones, which are within the coastal zone, for which Area Committees will prepare Area Contingency Plans. The COTP zones are described in Coast Guard regulations (33 CFR Part 3).

1120 Response System Authority:

Section 4202 of the Oil Pollution Act of 1990 (OPA 90) amended Subsection (j) of Section 311 of the Federal Water Pollution Control Act (FWPCA) (33 U.S.C. 1321 (j)) to address the development of a National Planning and Response System. As part of this system, Area Committees have been established for each area designated by the President. These Area Committees are comprised of qualified personnel from federal, state, and local agencies. Each Area Committee, under the direction of the Federal On-Scene Coordinator (FOSC) for the area, is responsible for developing an Area Contingency Plan (ACP). This development process includes appointing Area Committee members, determining information to be included in Area Contingency Plans, and reviewing and approving Area Contingency Plans. The ACP, when implemented in conjunction with the National Contingency Plan (NCP), shall be adequate to remove a worst-case discharge of oil or a hazardous substance. In addition, it shall also mitigate or prevent a substantial threat of such a discharge, from a vessel, offshore facility, or onshore facility operating in or near the geographic area. Each Area Committee is responsible for working with state and local officials to pre-plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersal, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife. The Area Committee is also required to work with state and local officials to expedite decisions for the use of alternative countermeasures.

1130 Investigative Authority:

Several federal, state, and local agencies have a direct role in the enforcement of applicable laws and regulations associated with a discharge, or substantial threat of a discharge of oil into the navigable waters of the U.S. The investigation into alleged violations of the many applicable laws and regulations require a coordinated effort among the several agencies. These agencies include U.S. Coast Guard, Environmental Protection Agency, Illinois Environmental Protection Agency, Indiana Department of

Environmental Management, Michigan Department of Environmental Quality, and local Emergency Management Agency's.

1130.1 The United States Coast Guard:

The U.S. Coast Guard has enforcement and investigative authority for a significant array of potential violations of federal laws and regulations, as well as enforcement actions under applicable international treaties. Federal laws and regulations associated with a discharge of oil include applicable components of the Clean Water Act as amended, the Oil Pollution Act of 1990, the Ports and Waterways Act, the Port and Tanker Safety Act, The Act to Prevent Pollution fro Ships (1980), as amended, and Annex I of the international Convention for the Prevention of Pollution from Ships, 1073, as modified by the Protocol of 1978 (MARPOL 73/78). In addition, authorities pursuant to 46 USC 7701 and 46 USC 6101 relate to personnel actions (licensed mariners), and marine casualties, respectively. The federal regulations associated with potential investigative or enforcement interest under these circumstances include, though are not limited to applicable sections of 46 CR with particular attention to Parts 4, 5, and 16; 33 CFR Parts 126, 130, 151, and 153-160; and 40 CFR Parts 116 and 117. Potential federal enforcement actions associated with a pollution discharge may include, but are not limited to: the collection of statements and evidence to determine the cause of the associated marine casualty, mandatory chemical testing of involved licensed personnel, and the collection of oil samples in the water and on suspected vessels.

1130.2 Environmental Protection Agency: TBD

1130.3 Illinois Environmental Protection Agency: TBD

1130.4 Indiana Department of Environmental Quality: TBD

1130.5 Michigan Department of Environmental Management: TBD

1200 Geographical Boundaries:

1210 Area of Responsibility:

The USCG and EPA have designated boundaries between coastal and inland zones for the purpose of providing On-Scene Coordinators for response operations. The Coast Guard furnishes the FOSC for the coastal zone and the EPA for the inland zone. Marine Safety Office Chicago's Captain of the Port (COTP) Area of Responsibility (AOR) is specified in 33 CFR 3.45- as follows:

boundary of the Chicago Marine Inspection Zone and the Chicago Captain of the Port Zone starts at the Illinois-Wisconsin boundary at longitude 90° W; thence due east to the longitude 87° W; thence due north to latitude 44°15' N; thence northeasterly to latitude 44°43'N, longitude 86°40'W; thence due east to longitude 84°30'W; thence due south to latitude 41° N.; thence due west to longitude 90° W; thence due north to the starting point.

These boundaries recognize the Coast Guard's primary responsibility over discharges and releases in navigable waters from vessels and waterfront facilities as defined in 33 CFR 126.01 and EPA's primary responsibility for discharges and releases that occur on land. Since realistically the discharge may occur in both zones simultaneously, as a general rule, the location of the source of the discharge will be the determining factor of which agency provides the FOSC. When the discharge or release occurs and remains within one agency's boundary, it is clear which agency will provide the FOSC. In these cases, when requested by the other agency, each agency will provide support, within the limits of their resources, to the other's FOSC. When a spill occurs in one zone and flows, or threatens to flow, into another either: (1) the EPA will provide the FOSC and the CG will assist the EPA with waterside clean-up operations or (2) by mutual agreement, the CG would provide the FOSC and resources. Communication and coordination between EPA and CG FOSCs is vital to an effective federal response.

1220

The coastal zone consists of the open waters of Lake Michigan, major bays, ports, and harbors of Illinois, Indiana, and Michigan; the tributaries of Lake Michigan to the extent that they are navigable by deep draft vessels; and the land service, substrata, ground water, and ambient air proximal to those waters. The following waters and proximal areas are located within the coastal zone in the COTP Chicago Zone and are waters for which COTP Chicago is the pre-designated Federal on Scene Coordinator.

1220.1 Illinois:

1. North Point Marina near Winthrop Harbor, IL: Entire Marina
2. North Waukegan Harbor in Waukegan, IL: Entire Harbor.
3. Wilmette Harbor in Wilmette, IL: From the entrance to the sluice gates.
4. Montrose Harbor in Chicago, IL: Entire Harbor.
5. Belmont Harbor in Chicago, IL: Entire Harbor.
6. Diversey Harbor in Chicago, IL: Entire Harbor.
7. Chicago Harbor in Chicago, IL: The outer harbor, limited to the waters outside the Chicago Lock and retaining walls, including the waters inside the lock gates.
8. Burnham Park Harbor in Chicago, IL: Entire Harbor.
9. 59th Street Harbor in Chicago, IL: Entire Harbor.
10. Jackson Park Harbor in Chicago, IL: Entire Harbor.
11. Calumet Harbor and River in Chicago, IL. From the mouth of the Calumet River south to the north side of O'Brien Lock and Dam, including the waters inside the lock gates. From "The Forks" west to the temporary dike at the south boundary of Lake Calumet.

1220.2 Indiana:

1. Hammond Marina in Hammond, IN: Entire Marina.
2. Indiana Harbor in East Chicago, IN: Upstream to Conrail Railroad Bridge.
3. Pastrik Marina in East Chicago, IN: Entire Marina.
4. Buffington Harbor in Calumet, IN: Entire Harbor.
5. Gary Harbor in Gary, IN: Entire Harbor.

6. Burns Harbor (Port of Indiana) in Portage, IN: From the entrance to the south end of deep draft slip.
7. Michigan City in Michigan City, IN: Entrance to Bascule Bridge.
8. Galien River in New Buffalo, IN: From the mouth to the Highway 12 Bridge, approximately 2 miles upstream.

1220.3 Michigan:

1. Paw Paw River in Benton Harbor, MI: From the mouth to the CSX Railroad Bridge, approximately 3.2 miles upstream.
2. St. Joseph River in St. Joseph, MI: From the mouth to the Somerleyton Bridge, approximately 6.6 miles upstream.
3. Black River in South Haven, MI: From the mouth to the U.S. 31 Bridge, approximately 2.6 miles upstream.
4. Kalamazoo Lake in Saugatuck, MI: Entire Lake up to and including the Kalamazoo River to the CSX Railroad Bridge, approximately 11 miles upstream.
5. Lake Macatawa in Holland, MI: Entire Lake to the end of the dredged channel marked by buoys #25 and #26 (eastern end of the lake in Holland).
6. Pigeon Lake in Port Sheldon, MI: Entire Lake up to the fixed bridge in the intake channel of the J.H. Campbell Power Plant and on the eastern end to the Lakeshore Ave Bridge.
7. Grand River in Grand Haven, MI: From the mouth to the end of the dredged channel at buoy #78 (in Ottawa County approximately 17 miles upstream).
8. Spring Lake in Spring Lake, MI: Entire Lake.
9. Mona Lake in Norton Shores, MI: Entire Lake.
10. Muskegon/Bear Lake in Muskegon, MI: Entire Lake throughout up to and including the mouth of the Muskegon River to the U.S. 31 highway Bridge.
11. White Lake in Whitehall, MI: Entire Lake.
12. Pentwater Lake in Pentwater, MI: Entire Lake.
13. Pere Marquette Lake in Ludington, MI: Entire Lake throughout up to and including the mouth of the Pere Marquette River to the old U.S. 31 Bridge.
14. Manistee Lake in Manistee, MI: Entire Lake throughout up to and including the mouth of the Manistee River to the Highway M-55 Bridge.
15. Portage Lake in Onekama, MI: Entire Lake.
16. Arcadia Lake in Arcadia, MI: Entire Lake.
17. Betsie Lake in Frankfort, MI: Entire Lake throughout and up to and including the mouth of the Betsie River to the Highway M-22 Bridge.

For response purposes, MSO Chicago and the US EPA have agreed via an MOU that the Coast Guard will respond to incidents one county in from Lake Michigan for preliminary Investigation, as operations allow, on behalf of the EPA.

1300 Area Committee Purpose and Objectives:

1310 Committee Purpose:

The primary role of the Area Committee is to act as preparedness and planning body for the COTP Chicago Area of Responsibility. The Area Committee's purpose is to plan for

a coordinated community response to an oil or hazardous substance release. The Committee is tasked with planning for all sizes of discharges or releases, up to and including a worse case scenario. The Committee membership was developed after soliciting the advice of the RRT and numerous state and local sources.

1310.1 Area Committee Membership:
Committee membership is made up of experienced response representatives from Federal, state and local government that can make decisions on behalf of their agency and to commit the agency in carrying out the roles and responsibilities as described in this plan. The Area committee is made up of representatives from the following Agencies:

- U.S. Coast Guard FOSC - COTP Chicago
- U.S. Environmental Protection Agency (U.S. EPA)
- Federal Emergency Management Agency (FEMA)
- U.S. Fish & Wildlife Service (USFWS)
- Occupational Safety and Health Administration (OSHA)
- Illinois State Environmental Protection Agency
- Indiana Department of Environmental Management
- Michigan Emergency Management Division
- Illinois Department of Natural Resources
- Indiana Department of Natural Resources
- Illinois State Emergency Management Agency
- Indiana State Emergency Management Agency

The Committee also has advisors that are comprised of representatives from federal, state, and local agencies as well as representatives from industry and local groups. It should be noted that some agencies may have representatives that serve in officio and non-officio roles. The following is a list of agencies that serve in an advisory capacity:

- U.S. Army Corps of Engineers (ACOE)
- Indiana Dunes National Lake Shore
- Local Emergency Planning Committees
- Local Fire Departments
- Lake Carriers Association
- Illinois River Carriers Association
- Port Authorities

- Industry Representatives
- National Oceanic and Atmospheric Administration Scientific Support Coordinator (NOAA SSC)

The Coast Guard's pre-designated Federal-On-Scene-Coordinator serves as Chairperson of the Committee, and he/she will designate the Vice-Chairperson of the Committee. Working groups and subcommittees are established as needed to address planning and preparedness issues. Working groups membership will include at least one member of the Area Committee as Chairperson, but can be expanded to include more specialized input desirable from such groups as: consultants; response organizations; academia; cleanup contractors; environmental groups; and concerned citizens. See Logistics Section for members contact information.

1320 Committee/Area Contingency Plan Objectives:

This Area Contingency Plan describes the strategy for a coordinated Federal, State and local response to a discharge or substantial threat of discharge of oil or a release of a hazardous substance from a vessel, offshore facility, or onshore facility operating within the boundaries of the Sector Lake Michigan Area of Responsibility. This plan addresses response to a most probable discharge, a maximum most probable discharge, and a worst-case discharge for onshore facilities from its largest tank, including discharges from fire or explosion. Planning for these three scenarios covers the expected range of spills likely to occur in this area.

For purposes of this plan, the most probable discharge is the size of the average spill in the area based on the historical data available.

Maximum most probable discharge is based on historical spill data: It is the size of the discharge most likely to occur taking into account such factors as the size of the largest recorded spill, traffic flow through the area, hazard assessment, risk assessment, seasonal considerations, spill histories and operating records of facilities and vessels in the area, etc.

Worst case discharge for a vessel: A discharge of its entire cargo in adverse weather conditions.

Worst case discharge from an onshore facility: the largest foreseeable discharge in adverse weather conditions.

This plan shall be used as a framework for response mechanisms to evaluate shortfalls and weaknesses in the response structure before an incident, and as a guide for reviewing vessel and facility response plans required by OPA 90, to ensure consistency. The review for consistency should address, as a minimum, the economically and environmentally sensitive areas within the area, the response equipment (quantity and type) available within the area (this includes Federal, State, and local government and industry owned equipment), response personnel available, equipment and personnel

needs compared to those available, protection strategies, etc. For detailed information see Appendix 9400 Area Planning Documentation.

1320.1 Executive Steering Committee:

The Executive Steering Subcommittee was established in 1998 to guide the Area Committee. It provides the necessary oversight for the Area Committee, which allows for more efficient operation. These subcommittee members review the area plans and provide guidance on the development of strategic goals for the ACP. In addition, they develop and prioritize work lists, establish new subcommittees as necessary, and task subcommittee as appropriate. The Executive Steering Committee shall have the following representatives:

- Chairman, FOSC
- Vice Chairman, SOSC
- Scientific Support Coordinator
- Preparedness Subcommittee Chairman
- Scientific Support Subcommittee Chairman
- Resource Subcommittee
- Industry Representative

1320.2 Scientific Support Subcommittee:

The Scientific Support Subcommittee is tasked with developing, examining and maintaining economic and environmentally sensitive areas, response strategies for use in these sensitive areas, prioritizing sensitive areas for protection, and developing site-specific response strategies, including the possibility of pre-staging response equipment in the vicinity. In addition, they will identify all appropriate countermeasures, mechanical and others such as dispersant, chemical agents, and other spill mitigating substances or devices, including pre-approval or disapproval, for offshore and shoreline areas. This includes mapping out sensitive areas with natural collection sites, boom sites and specific response strategies. The environmentally sensitive areas will include fish and wildlife areas, sensitive areas (slow to recover), and human use areas (water intakes, archaeological and tribal use areas, recreational areas, marinas, aquaculture, etc.). Maps are available at the following EPA Link: http://www.umesc.usgs.gov/epa_atlas/wlm.html

1320.3 Preparedness Subcommittee:

The Preparedness Subcommittee is tasked with developing, examining and maintaining strategies for responding to spills, contingency planning, and drills and exercises.

1320.4 Resources Subcommittee:

The Resource Subcommittee is comprised of a chair and representatives from the USCG, USEPA, and industry. As required, expertise will be sought from the general response community based on topic and area of expertise. All information will be based on input from the Scientific Support Committee and Preparedness Committee. The Resources Subcommittee is tasked with developing, examining, and maintaining lists of all resources required to respond to an oil spill event, including, but not limited to OSROs, major response equipment, logistics, personnel, information resources, and special forces.

1330 Charter Members:

Subcommittee participants may include facility owners/operators, shipping company representatives, cleanup contractors, emergency response officials, marine pilots associations, academia, environmental groups, consultants, response organizations and concerned citizens. The FOSC will appoint subcommittee members and direct the Area Committee's development and maintenance of the Area Contingency Plan.

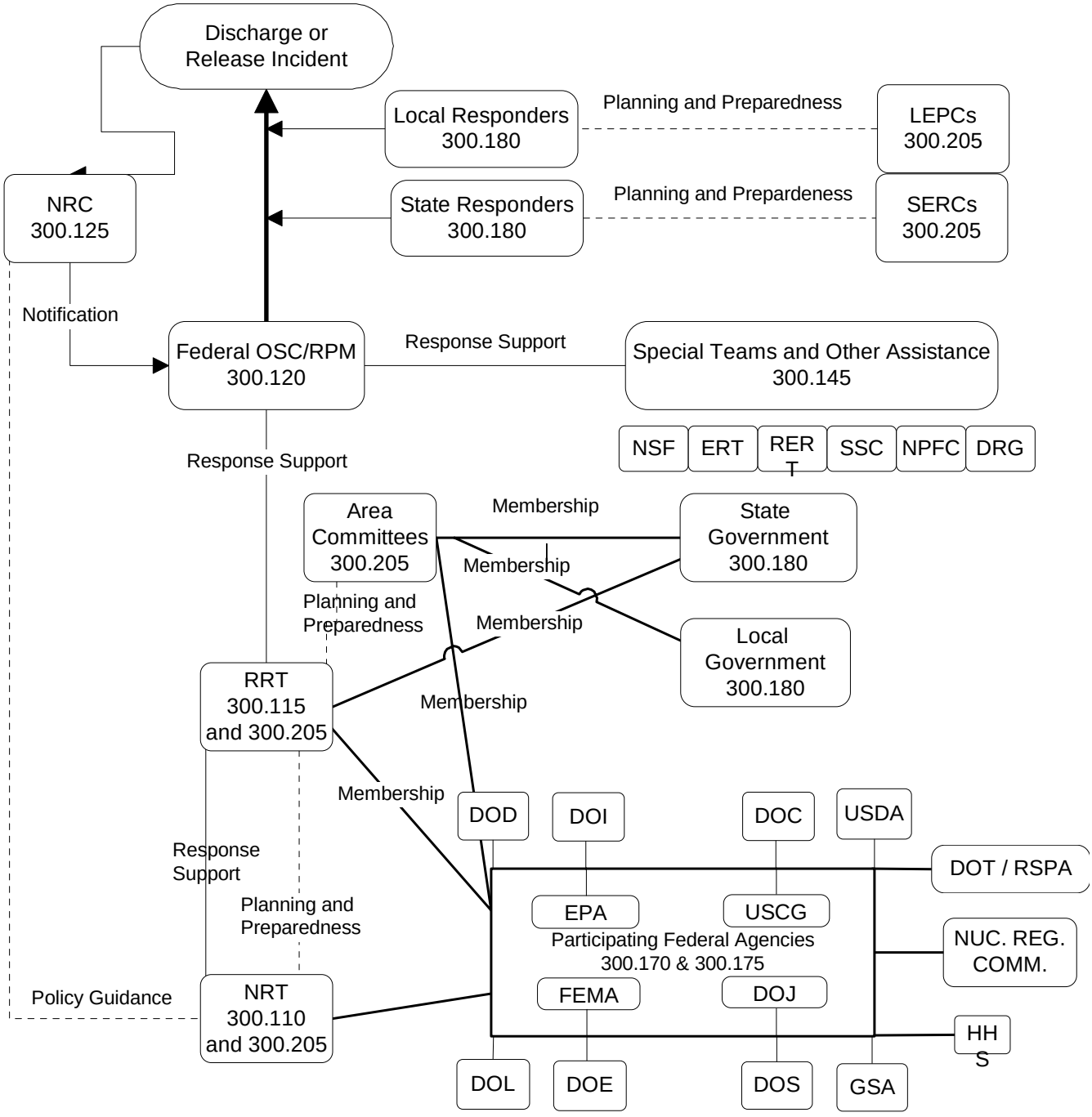
1340 Revision and Update Requirements:

Area Contingency Plans shall be reviewed annually with major revisions occurring every 5 years. Plans shall be reviewed annually anytime within the calendar year with the following areas examined and updated: emergency notification lists, response equipment information (type and amount of available equipment), sensitive areas, hazard/risk assessment of the area, response strategies (changes based on new technologies or equipment, etc), and/or dispersants approval. Major revisions will be based on Commandant or District mandated revisions or modifications, which would substantially impact the format or content of the Plan. Any changes to the plan must be noted on the record of changes page. All changes will be submitted to CCGD9 for approval. Once changes are approved MSO Chicago will issue an instruction for a page change to distribution.

1400 National Response System:

The National Response System (NRS) was developed to coordinate all government agencies with responsibility for environmental protection, in a focused response strategy for the immediate and effective clean up of oil or hazardous substance discharge. The NRS is designed to support the FOSC and facilitate responses to a discharge or threatened discharge of oil or a hazardous substance. The NRS is used for all spills,

including a Spill of National Significance (SONS). When appropriate, the NRS is designed to incorporate a unified command and control support mechanism. (See Figure



1 - National Response System).

Figure 1 - National Response System

1410 National Response Policy:

Section 4201 of OPA 90 amended Subsection (c) of Section 311 of the FWPCA, to require the FOSC to:

"In accordance with the National Contingency Plan and any appropriate Area Contingency Plan, ensure effective and immediate removal of a discharge, and mitigation or prevention of a substantial threat of a discharge, of oil or a hazardous substance into or on the navigable waters; on the adjoining shorelines to the navigable waters; into or on the waters of the exclusive economic zone; or that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States. In carrying out these functions, the FOSC may: remove or arrange for the removal of a discharge, and mitigate or prevent a substantial threat of a discharge, at any time; direct or monitor all Federal, State, and private actions to remove a discharge; and recommend to the Commandant that a vessel discharging or threatening to discharge, be removed and, if necessary, destroyed. If the discharge or substantial threat of discharge of oil or hazardous substance is of such size or character as to be a substantial threat to the public health or welfare of the United States, (including but not limited to fish, shellfish, wildlife, other natural resources, and the public and private beaches and shorelines of the United States), the FOSC shall direct all federal, state, and private actions to remove the discharge or to mitigate or prevent the threat of the discharge."

1420 National response Structure:

The NRS is a three tiered response and preparedness mechanism that supports the pre-designated FOSC in coordinating national, regional, local government agencies, industry, and the responsible party during response operations. The FOSC plans and coordinates response strategies on scene, using the support of the National Response Team (NRT), Regional Response Team (RRT), Area Committees, and responsible parties to supply trained personnel, equipment, and scientific support to complete an immediate and effective response to any oil or hazardous substance discharge.

1420.1 SONS:

A Spill of National Significance (SONS) is that rare, catastrophic spill event which captures the nation's attention due to its actual damage or significant potential for adverse environmental impact. A SONS is defined as a spill, which greatly exceeds the response capability at the local and regional levels, and due to its size, location, and actual or potential for adverse impact on the environment requires extraordinary coordination of federal, state, local and private resources to contain and clean up. Only the Commandant of the Coast Guard or the Administrator of the EPA can declare a SONS. Once the Commandant declares a SONS, an FOSC and Incident Area Commander will be designated, an Area Command will be established with all pre-designated ICS Area Command staff personnel on immediate alert and all other affected departments and agencies will be notified.

1430 National Response Team (NRT):

The NRT's membership consists of 15 federal agencies with responsibilities, interests and expertise in various aspects of emergency response to pollution incidents. The EPA serves as chairman and the Coast Guard serves as Vice-chairman of the NRT, except when activated for a specific incident. The NRT is primarily a national planning, policy and coordination body and does not respond directly to incidents. The NRT provides policy guidance prior to an incident and assistance as requested by an FOSC via an RRT during an incident. NRT assistance usually takes the form of technical advice, access to additional resources/equipment, or coordination with other RRTs.

National Response Team Members are as follows:

- Environmental Protection Agency-Chair
- U.S. Coast Guard Vice-Chair
- Department of Agriculture (DOA)
- Department of Commerce (DOC)
- Department of Defense (DOD)
- Department of Energy (DOE)
- Department of Health and Human Services (HHS)
- Department of Interior (DOI)
- Department of Justice (DOJ)
- Department of Labor (DOL)
- Department of State (DOS)
- Department of Transportation (DOT)
- Federal Emergency Management Agency (FEMA)
- Government Supply Agency (GSA)
- Nuclear Regulatory Commission (NRC)

1440 Regional Response Teams:

There are 13 RRTs, one for each of the ten federal regions and Alaska, the Caribbean and the Pacific Basin. Each RRT has Federal and State representation. The EPA chair and the Coast Guard co-chair do not respond directly to incidents, they oversee RRT's development of Regional Contingency Plans for their regions. These plans address region specific issues and provide guidance to the FOSCs for developing their area plans. The RRTs also provide one level of review for the Area Contingency Plans. The RRTs may be activated for specific incidents when requested by the FOSC. If the assistance requested by an FOSC exceeds an RRT's capability, the RRT may request assistance from the NRT. During an incident the RRT may either be alerted by telephone or convened. The responsible RRTs will also be consulted by the FOSC on the approval/disapproval of the use of chemical countermeasures when that decision has not been pre-approved. In those instances where a possible public health emergency exists, the FOSC should notify the Health and Human Services (HHS) representative to the RRT. Throughout response actions, the FOSC may call upon the HHS representative for assistance in determining public health threats and call upon the Occupational Safety and Health Administration (OSHA) and HHS for advice on worker health and safety problems. The FOSC shall submit pollution reports to the RRT and other appropriate agencies as significant developments occur during response actions, through communications networks or procedures agreed to by the RRT and covered in the RCP.

1450 Area Response Structure:

The establishment of an ICS Area Command can occur with the District Commander filling the role of Incident Area Commander. This organization would be particularly useful for incidents which are challenging to the local commanders but do not demand national attention. At this level most billets would be drawn from district level resources, District Response Groups, and aimed at reducing the overhead to be managed by the Incident Commander. Further, Incident Management Teams can be called upon to augment the Incident Commander's staff. This ability to project a flexible response facilitates an expanding or contracting response effort, drawing upon one of the strengths of ICS. (See Figure 2 - Area Command Structure).

The Incident Area Commander will have overall responsibility for the incident strategic management. The Incident Commanders (FOSCs), will be notified of the establishment of an Area Command with the best qualified personnel with respect to their functional areas. The functions of an Area Command require personnel that have experience in, and are qualified to oversee complex response situations. The Incident Area Command organization operates under the same basic principles as does the Incident Command System with the organization typically consisting of the Incident Area Commander and Incident Area Command Logistics Chief, Planning Chief, Resources Unit Leader, Situation Unit Leader, Information Officer and Liaison Officer. Flexibility exists to add a Finance Chief and/or a Chief of Staff.

The Incident Area Command has the responsibility to set the overall incident related strategic priorities, to allocate critical resources based on those priorities, to ensure that the incident is properly managed and to ensure incident objectives are met, and do not conflict with each other or with agency policy. When an Incident Area Command is established, Incident Commanders (FOSCs), will report to the Incident Area Commander with the Incident Area Commander accountable to the Commandant.

The suggested composition of an ICS Area Command is as follows:

Incident Area-Command Position	Suggested/Recommended Billet
ICS Area Unified Commander	USCG Area Commander
Deputy ICS Area Commander	Lant/PacArea (m)(O-6) G-MO (O-6) or CO NSFCC (O-6)
Liaison Officer	District (Pm)/RRT Co-Chair (O-6)
Information Officer	G-CP (O-6)
Protocol Officer	G-CC (O-5)
Public Affairs Officer	LANT/PAC AREA (ACP/PCP) (O-4)
Planning Section Chief	NSFCC CO/XO (O-6/5)
Situation Unit Leader	NSFCC PREP Team Leader (O-4)
Resource Unit Leader	NSFCC OPS (O-4)
Logistics Section Chief	MLC Lant/PAC (0-6)

Suggested Incident Command System Area Command Organization

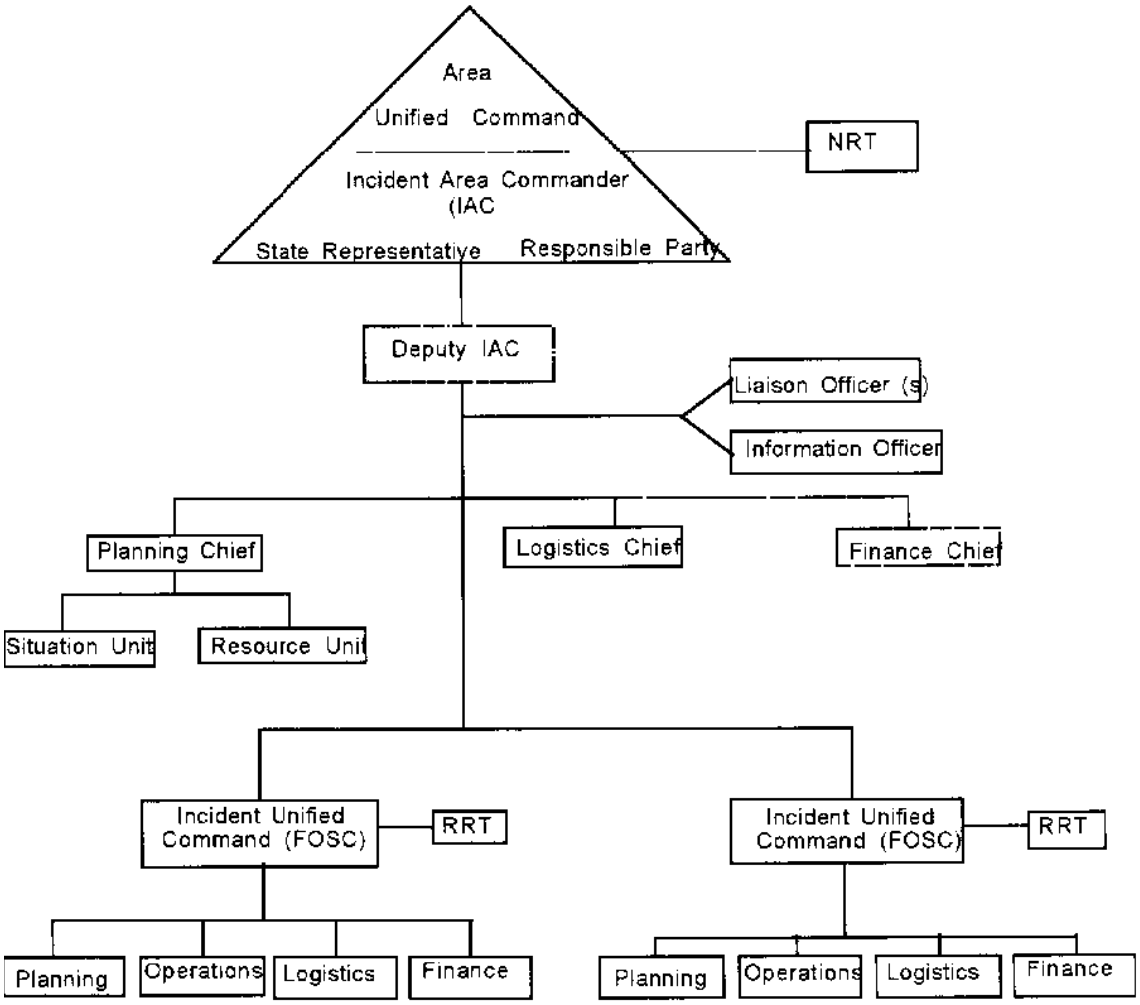


Figure 1000-C

Figure 2 - Area Command Structure

1460 Incident Command System:

To standardize response management within the marine safety field, the Coast Guard has adopted the National Interagency Incident Management System (NIMS) based Incident Command System (ICS). While Vessel Response Plans (VRPs) and Facility Response Plans (FRPs) are required to have a management system compatible with the Area Contingency Plan, there is no requirement for VRPs and FRPs to follow strict ICS. Where appropriate, the FOSC shall establish a unified command consisting of the Incident Commander, the State Incident Commander, Local Incident Commander, and the Responsible Party Incident Manager. The FOSC is responsible for assigning individuals from within the response community (Federal, State, local or private), as necessary, to fill the designated positions. It should be noted, however, that one individual may fill several of the designated positions. These assignments will be predicated on the nature of the spill and the need for extensive manning. A major advantage of the ICS organization is the ability to expand and contract organizationally as required by the incident. For some incidents only a few of the organization's functional elements may be required. For larger or more complicated responses, additional positions exist within the ICS framework to meet virtually any need.

The ICS organization is built around five major functions that are applied on any incident, large or small. These functions are the Incident Command, and the Operations, Planning, Logistics and Finance Sections. These functions are detailed in Section 2000-6000 of this plan. These sections will provide generic descriptions and apply directly to the MSO Chicago COTP area of responsibility. See Figure 3 - Standard Incident Command System.

Incident Command System forms and job aids can be obtained on the World Wide Web at http://response.restoration.noaa.gov/oilaids/ICS/intro.html.

Refer to the Incident Management Handbook (IMH) for the Incident Command System prepared by USCG, Office of Response (G-MOR-3) for specific information on all duties and positions. Refer to Appendix 9740 Incident Management Handbook for the IMH and 9750 ICS Form Database for ICS forms. This section will only provide a brief overview and information specific to the COTP Chicago zone.

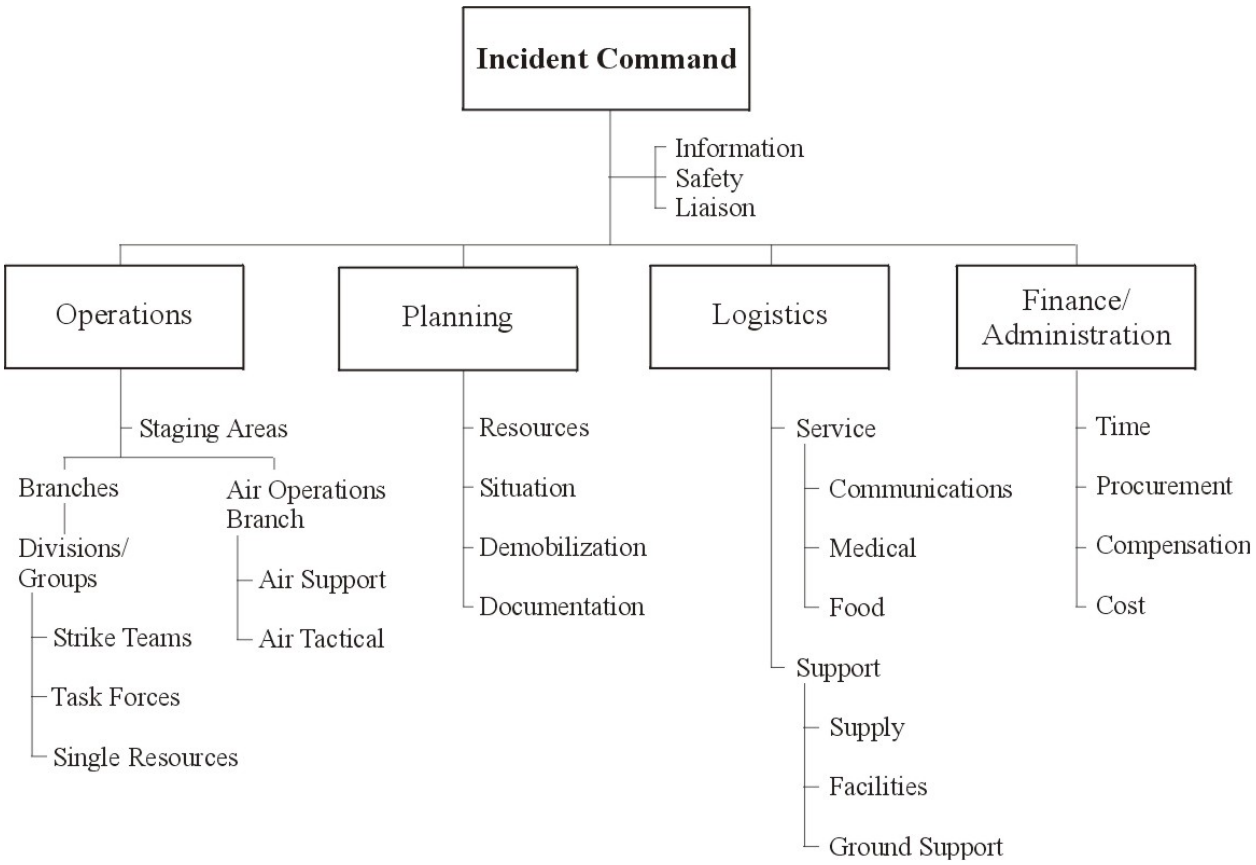


Figure 3 - Standard Incident Command System

1470 Area Exercise Mechanism:

The opportunity to exercise this plan and components of this plan presents itself via the National Preparedness for Response Exercise Program (NPREP or PREP). Additional PREP information can be found at the following web site: http://www.uscg.mil/hq/g-m/gmhome.htm.

Although the PREP guidelines also apply to vessel and facility plan holders, this section specifically discusses the PREP requirements for the Planning Areas as designated in section of this plan. The Area exercises are divided into internal and external classification categories. The internal exercises are Notification Drills (quarterly), Spill Management Team Tabletop Exercises (annually), Equipment Deployment Exercises (annually), and Government Initiated Unannounced Exercises (maximum of 4 per area per year). The external exercises are Government led exercises and Industry led exercises. The Federal On-scene Coordinator (FOSC) is responsible for planning, designing, and executing the internal exercises. The National Strike Force Coordination Center (NSFCC) is responsible for scheduling the external exercises and the appropriate FOSC remains involved in the planning, design, and execution of the Government led exercises. The FOSC will consult in exercise development and will participate as

appropriate in the Industry led exercises. Members of the Area Committee and response community will be involved in each type of exercise to some degree, varying from the confirmation of a phone number to assisting in the design of a the scenario and performing as a controller or evaluator of the exercise. Participation in the PREP and utilization of the PREP guidance will ensure that all federal exercise requirements mandated by OPA 90 have been met. As part of their normal operations, representatives of the Captain of the Port will be verifying that vessel and facility plan holders are conducting and recording required exercises.

1480 Federal Response Plans:

Federal Emergency Management Agency (FEMA) issued an updated version in April of 1999 of the plan for mobilizing and deploying federal resources for people and communities overwhelmed by natural disasters and manmade emergencies. The Federal Response Plan serves as the principal organizational guide for defining the roles and responsibilities of the 26 federal member agencies and the American Red Cross that are engaged to deliver a broad range of emergency aid during a major crisis. The revised plan incorporates 11 changes and other modifications that resulted from the lessons learned and the experiences of the federal partners since it was first employed during Hurricane Andrew in 1992. Among the key revisions is the addition of a new evolving Recovery Function Annex, which begins the integration of recovery and mitigation functions into the plan's response structure. The updated plan also includes four new support function annexes covering Community Relations, Donations Management, Logistics Management, and Occupational Health and Safety.

The revised plan reinforces the use of the Incident Command System principles, mentios the importance of private sector partnerships, and describes several new response resources, coordinating mechanisms and management tools. The full text of the revised plan is currently on FEMA's Website at **www.fema.gov/r-n-r/frp/**.

1480.1 Federal Radiological Response Plan:

This interagency agreement coordinates the response of various agencies under a variety of statutes, to a large radiological accident. The lead federal agency defined by the FRERP, activates the FRERP for ant peacetime emergency that is based upon the agency's professional judgment, is expected to have a significant radiological effect within the United States, its territories, possessions, or territorial waters that could require a response by several federal agencies. See EPA site for additional details: www.epa.gov/swercepp/er-feco.htm

1480.2 RRT 5 RCP-ACP:

The region 5 RRT developed the RCP-ACP to coordinate timely, effective response by various state and federal agencies and other organizations to discharges of oil or release of hazardous substances. The RCP-ACP includes information on useful facilities and resources within U.S. EPA Region 5, from government, commercial, academic, and other

sources. The RCP-ACP coordinates with state emergency response plan, the sub-ACP and EPCRA local emergency response plans. It is available at: www.great-lakes.net/partners/epa/acp-rcp/.

1500 State and Local Response:

1510 Illinois:

1510.1 Illinois Environmental Protection Agency:

The Illinois Environmental Protection Agency (IEPA) provides the designated RRT member for the state of Illinois. To prevent and abate environmental pollution, IEPA has various responsibilities for responding to environmental emergencies within the State of Illinois or its adjoining waters. IEPA is the State's leading agency for developing plans and coordinating action before and after certain emergency situations including:

- Emergencies involving waste water treatment systems.
- Emergencies involving public water supplies.
- Spills of oil or hazardous materials upon waters or lands of the State.
- Release of harmful quantities of toxic substances to the atmosphere.
- Emergencies involving solid waste disposal sites.
- Fish kills caused by pollutants.
- Emergency disposal or treatment of hazardous materials.
- Abandon hazardous waste incidents posing immediate hazards.
- Transportation incidents involving hazardous materials which pose an immediate threat of a release.

Within IEPA, The Emergency Response Unit (ERU) of the Office of Chemical Safety has the responsibility for coordinating the agency's response and ensuring appropriate cleanup of any subsequent environmental contamination. The ERU collects information about environmental emergencies and responds directly and/or notifies other divisions within the IEPA of needed action. Technical expertise is provided to first responders and public officials, addressing such issues as:

- Providing technical information regarding identification, chemical and physical properties, toxicity data, and potential dangers associated with a hazardous material.
- Monitor or sampling air, water, soil, waste, and containers.
- Providing oversight and ensuring completeness of cleanup actions taken by responsible parties.
- Acting as OSC during State financed emergency cleanups.
- Providing notice to users of affected water and land. Such notice may be communicated through other state and local agencies involved.
- Providing professional and technical assistance, personnel, and equipment to directly assist public safety officials within the scope of IEPA's responsibilities and resources.
- Documenting violations of the Illinois Environmental Protection Act for potential legal action.

- Expediting the issuance of waste treatment, storage, or disposal permits by and through IEPA's land pollution Control Division, usually in less than 24 hour, as well as authorizing emergency exemptions for the transportation, storage, and disposal of special wastes.
- Serving in an advisory capacity concerning:
    - Containment of material.
    - Restoration of the environment, including setting emergency cleanup objectives.
    - Evacuation recommendations.
    - Disposal or treatment of hazardous material or debris resulting from the emergency.

IEPA utilizes commercial response contractors when it uses State funds to mitigate and remediate incidents. The ability to use State funds is limited to situations involving CERCLA Hazardous Substances and does not include petroleum products (oil) unless the release is from an underground storage tank (UST). IEPA currently has contracts annually with commercial response contractors for emergency response and mitigation (two contractors), and leaking UST response (four remediation and two oversight contractors).

1510.2 Illinois Emergency Management:

Illinois Emergency Management (IEMA) is the coordination and communications center for the State of Illinois Agencies and is in overall command if emergency government efforts during major multijurisdictional disaster responses. IEMA is also the SERC designated pursuant to SARA Title III. Other state agencies have specific responsibilities to be the primary response agency as follows:

- Illinois Department of Nuclear Safety: Incidents involving radioactivity, wheter in transport or at a nuclear power plants or other facilities.
- Illinois Department of Mines and Minerals: Initial investigation of incidents involving crude oil and natural gas production sites, unless water of the state are being impacted (IEPA).
- Illinois State Fire Marshal: Incidents involving underground storage tanks (UST's); this responsibility is shared with IEPA. Has the authority ti require equipment inspection and testing.
- Illinois Commerce Commission: Incidents involving road transport with respect to authority over the use, movement, and compliance of railroad equipment with U.S. DOT regulations.
- Illinois State Police: Transportation incidents involving DOT Hazardous Material, enforcement of DOT shipping regulations, traffic control, and security.
- Illinois Department of Conservation: Assessment of natural resource damage in incidents involving serious environmental injury, such as fish kills and oiled waterfowl.

Other agencies serve as secondary role and provide technical support and resources as needed; however, they do not generally maintain an emergency response capability for on-scene response. These agencies are the Departments of Agriculture, Public Health,

Energy, and Natural Resources; the Office of the Attorney General, and other human service agencies that might be involved with evacuees should a prolonged incident occur requiring relocations of the general public.

1510.3 Illinois Local Response Agencies:
The primary responders to oil and hazardous materials incidents in Illinois' local areas are the local fire departments and police departments. While most county departments have hazardous materials response teams, each team or elements are dispatched through a Mutual Aid Box Alarm System. See Appendix XXXX for a listing of county and local agencies.

1520 Indiana:
1520.1 Indiana Department of Environmental Quality:
The Indiana Department of Environmental Quality (IDEM) provides the designated member of the RRT for Indiana and is the lead agency for the State in addressing spills, providing a 24-hour response capability. IDEM must provide technical assistance to the responsible party and the responding personnel and ensure compliance with the Indiana Spill Regulation and other pertinent state and federal rules and regulations. Technical assistance is takes the form of:

- Chemical identification, handling, and hazard information.
- Evaluation of the threats to the environment and public safety.
- Personal protection recommendations.
- Containment and cleanup methods.
- Resource identification and location.

On large spills, or where the spiller response is inadequately, IDEM staff responds onsite to assist in the response effort, assuming the role as the State's OSC if necessary. During a response, staff of the Emergency Response Section (ERS) of Indiana Department of Quality assumes the role of technical advisor and provide on scene assistance to the responsible party and to individuals or agencies involved in the response. On occasion, ERS staff has assumed a role that would appropriately be called OSC. However, if an ICS structure exists within a local or county jurisdiction that provides an OSC and that OSC is being utilized, ERS will provide assistance to that OSC.

Once the immediate threat to public health and environment has been relieved, the incident is further stabilized and cleanup under ERS supervision. Rule 327 IAC 26.1, Spills: Reporting, containment, and response requires that the spiller report to IDEM and perform a spill response. A spill response means that a spill is contained and free material is removed and neutralized. The ERS Staff will refer disposal of recovered material that is classified waste to the appropriate personnel at the Office of Solid and Hazardous Waste Management. ERS Staff may then conduct a follow up investigation to ensure that the material has been disposed of properly and the cleanup is acceptable.

1520.2 Indiana Local Response Agencies: TBD

1521 Michigan

1521.1 Michigan Department of Environmental Quality:

Michigan Department of Environmental Quality (MDEQ) provides the designated member of the RRT for Michigan and is the states primary environmental emergency response agency in all non-agricultural-related spills. MDEQ coordinates actions and remedial activities necessary to provide protection to the environment. It monitors the party responsible for the release or discharge to ensure timely and appropriate response. If the responsible party is not identified or the party fails to take appropriate actions, MDEQ may initiate actions to contain and clean up the spill. This is done under the authority if the Water Cleaning Emergency Fund or the Hazardous Waste Service Fund. Private contractors are generally hired to perform this service under the supervision of the Michigan Department of Environmental Quality. Both of the funds have limited ceilings and when funds are expended, the clean up is deferred to the federal government.

If an incident is of an immediate life-threatening nature requiring immediate action to protect public health and/or environment the emergency management system id activated. Here the designated MDEQ On Scene Coordinator handles the overall response.

1521.2 Michigan Local Response Agencies: TBD

1600 National Policy and Doctrine:

To be provided by U.S. Coast Guard Headquarters and District Nine.

1610 Public Vs Private Resource Utilization-Provided by MOR:

1620 Best Response Concept:

See Link listed below for additional information:
http://www.uscg.mil/hq/rtc/mschools/CPS/ACPScore/BestResponse.htm

1630 Cleanup Assessment Protocol (How Clean is Clean):

During every response the question will arise to whether cleanup actions determination, the Incident/Unified Command needs to address the following questions:

- Is the cost of cleanup worth the impact or no action would have on the environment?
- Would continuing the cleanup cause more damage to the environment than taking no further action?
- Has the threat been eliminated?

If the answer to a question is yes, the IC/UC should consider terminating cleanup operations. The FOSC has no authority to act once the threat of spill/release has been removed. If the threat comes from a damaged vessel and all potential pollution has been removed, the FOSC should work with the RP Rep of the Unified command as well as local Ports to address future plans for the vessel. If vessel is obstructing or is threatening to obstruct a navigable waterway, the Army Corps of Engineers needs to be involved to issue a Mark and Removal Order.

1640 Dispersant Pre-Approval/Monitoring/Decision Protocol

1640.1 Chemical Dispersants:

1640.1.1 Objective:

To remove floating oil from the water surface and disperse it into the water column, to reduce impacts to sensitive shoreline habitats and animals that use the water surface. Sinking agents/dispersants are not allowed in the Great Lakes.

1640.1.1 Description:

Specially formulated products that contain surface-active agents are sprayed at concentration of about 5 percent of the oil onto the slicks by aircraft or from boats. The products can be applied undiluted or mixed-with water. The dispersants reduce the oil/water surface tension and decrease the energy needed for the slick to break into small particles and mix into the water column. Some physical energy is needed to mix the dispersant into the oil and treated oil into the water.

1640.1.2 Applicable Habitat Types:

Open water and large rivers with sufficient depth and volume for mixing.

1640.1.3 When to Use:

When the impact of the floating oil has been determined to be greater than impacts resulting from mixing of oil into the water column.

1640.1.4 Biological Constraints:

Not suitable in shallow water depths where the dispersed oil could affect benthic resources. The dispersed oil must not affect water intakes.

1640.1.5 Environmental Effects:

May increase effects on water column organisms, particularly plankton and larval fish. Dispersion will only be partially effective, so some water surface impacts will still occur.

1640.1.6 Approval Process:

The Region Contingency Plan (Region V) does not promote the use of dispersants, however the region does recognize that as a last resort such agents may have some limited applicability. The National Contingency Plan permits the FOSC/RPM to authorize the use of chemical products without requesting permission if its use is necessary to prevent or substantially reduce a hazard to human life. Dispersing stockpile information is listed in Appendix III of this ANNEX.

1640.1.7 Pre Authorization Plans:

1640.2 Regional Response team 5 (RRT5), Elastol Field Test Protocol:

1640.2.1 Introduction:

RRT 5 is considering the use of ELASTOL, for application during petroleum releases to minimize injury to the environment. In evaluating chemical agents, toxicity and effectiveness are the two primary considerations. RRT5 has concluded that toxicity of ELASTOL is best studied in a laboratory. Laboratory data have been evaluated and are considered adequate to proceed with a field test for effectiveness. This protocol sets forth conditions for application, procedures for notification, required effectiveness observations, and reporting methods.

1640.2.2 Conditions for Application:

Application will only be considered under specific conditions. Figure G-1 is a flow chart for the Elastol Field Test Protocol, which includes an outline of the acceptable conditions.

1640.2.3Notification and Approval of Application:

These procedures are in accordance with the NCP & RCP. Once conditions of the flow chart are met, and in the FOSC's opinion an application of ELASTOL is viable, the FOSC should request authorization from the RRT representative.

In accordance with the NCP and RCP, State and EPA, concurrence is required to authorize the application of listed chemical agents by an FOSC. Consultation with DOI and DOC natural resource trustees is suggested. The RRT representative of DOI and DOC are the designated contacts for their agencies trustee responsibilities. The lead agency representative will additionally notify the CG RRT representative and NOAA SSC that an application is being considered.

1640.2.4 Effectiveness Observations:

Authorization for use will require the ability to monitor effectiveness of the product on scene. A designated observer will be selected by the lead agency (i.e. State, USEPA, or US Coast Guard). This observer will have experience observing oil in the environment and will be required to submit a report of the applications results. Figure G-2 is a data sheet, which should be used by the designated on scene observer.

1640.2.5 Reporting Methods:

The completed report shall be submitted by the designated observer to the FOSC (if they are not the same person). The FOSC will submit the report to the lead agency's RRT representative for subsequent evaluation by the RRT5 Countermeasures Workgroup.

1640.2.6 Dispersant Use Information:

1650 Insitu Burn Approval/Monitoring/Decision Protocol

1650.1 IN-SITU BURN POLICY:

1650.1.1 In-Situ Burn Pre-approval:

This In-Situ Burn (ISB) Plan has been authorized by the Region 5 Regional Response Team (RRT) and constitutes pre-authorization of in-situ burning of oil under the conditions and circumstances outlined herein. In any case where the circumstances do not meet the guidelines set forth herein, use of ISB is not pre-authorized, and authorization must be obtained using current RRT 5 procedures and policies. This policy is governed by the Region 5 RRT guidelines, the NCP, state and local regulations. State approval is always required before proceeding with the burn. The FOSC is authorized to use any countermeasure without requesting permission if he or she believes its use is necessary to prevent or substantially reduce a hazard to human life (40 CFR 300.910(d)). FOSC's may have similar authority under applicable state laws and regulations.

1650.1.2 Policy Applicability:

This policy applies to all ISB conducted under the direct oversight of any Federal On-Scene Coordinator (FOSC) in the Illinois, Indiana, and Michigan Area when determined to be an appropriate oil spill response countermeasure by the Decision Makers identified below.

The Illinois, Indiana, and Michigan Area encompasses land and waters in the Coastal and Inland operational areas of the U.S. Coast Guard Marine Safety Office Chicago area of responsibility as defined in 33 CFR 3.45-15. This area is further described in the Region 5 Regional Contingency Plan and in the COTP Chicago's Area Contingency Plan.

The Decision-Makers are authorized to use burning agents during the ISB to facilitate ignition if they determine such use to be appropriate.

In-situ burning will typically be used in conjunction with, and its efficiency evaluated as compared to other response and cleanup methods. The states of Illinois, Michigan and Indiana are encouraged to use the guidelines in this policy when in-situ burn is conducted in the COTP Chicago's Area of Responsibility in cases, which may not be under the direct oversight of any FOSC.

1650.1.3 Stakeholders:

- Federal On-Scene Coordinator (FOSC)
- State On-Scene Coordinator (SOSC)
- Local Incident Commander
- National Oceanographic and Atmospheric Administration (NOAA), as Federal
- Resource Trustee
- US Fish and Wildlife (USFW)
- Native American officials for Native American lands

- U. S. Environmental Protection Agency (USEPA), by RRT 5 policy
- U. S. Department of the Interior, by RRT 5 policy
- Illinois Environmental Protection Agency
- Indiana Department of Environmental Quality
- Michigan Department of Environmental Management

1650.1.4 Decision Makers:

A stakeholder is not necessarily a Decision-Maker. However, except as stated in the Decision-Making Process, it is expected that all stakeholders or a representing agency will be contacted by the appropriate Decision-Maker during the decision making process if time constraints allow.

The decision to initiate ISB will be made within a Unified Command made up of the following Decision-Makers. Stakeholders who should be consulted by each Decision-Maker are identified in parenthesis.

- The Local Incident Commander
- Acting as the SOSC
- FOSC (U. S. Fish and Wildlife Service (USFWS) and NOAA)
- The Responsible Party
- Native American officials - as the situation warrants

1650.1.5 Decision Making Process:

The Unified Command will reach a consensus decision on whether the use of ISB and burning agents is necessary to prevent or reduce hazards to human health and the environment; would be effective in controlling the spread of an oil slick or spill and preventing contamination of additional areas; or, would be effective as a cleanup technique for oiled shorelines and wetland areas such as inland or coastal marshes.

Within this Unified Command, when evaluating use of ISB on oil discharges in the Coastal area, the U. S. Coast Guard FOSC may authorize the use of ISB without first obtaining concurrence from the USEPA.

Within this Unified Command, when evaluating use of ISB on oil discharges, the FOSC and SOSC may authorize the use of ISB without first obtaining the concurrence of the State representative to the RRT.

Within the Unified Command, when evaluating use of ISB on oil discharges, the FOSC and SOSC may authorize the use of ISB without first obtaining the concurrence of the U. S. Department of Interior representative to the RRT, as long as Native American officials, if appropriate, and NOAA and/or the USFWS concur with the decision.

1650.1.6 General Considerations:

Geographic Boundaries: The Illinois, Indiana, and Michigan Area encompasses land and waters in the Coastal and Inland operational areas of the U.S. Coast Guard Marine Safety Office Chicago area of responsibility as defined in 33 CFR 3.45-15. This area is further described in the Region 5 Regional Contingency Plan and in the Sector Lake Michigan AreaContingency Plan.

Types of Oil: The majority of oil transported through this area is light oil - diesel fuel, kerosene, home heating oil and some aviation fuel. For these types of oils, which evaporate and disperse rapidly, but having a high toxicity in the exposure time before such evaporation or dispersion occurs, the window for decision-making is very narrow and must occur within a few hours of the spill.

The commercial deep draft vessels transiting through the area on Lake Michigan, or calling on ports in the area use Intermediate Fuel Oil or Bunker C as fuel, creating the potential for a spill of "black oil" on which ISB may be used.

Tallow and asphalt are also transported in the area but ISB is not envisioned as a suitable response method.

Fire Safety. The Local Incident Commander, usually a local Fire Chief, will determine if the conditions on scene are safe, or can be made safe, for proper control of a burn. The Local Incident Commander will take into consideration: makeup of adjacent lands (i.e., wooded, marshes, populated, etc.); weather; proximity to houses or other buildings; availability of fire fighting resources, etc. In the event the Local Incident Commander is not the Fire Chief, the Local Incident Commander will consult with the Fire Chief in making this determination.

Public Health. Air monitoring will be done in accordance with the enclosed plan. The Decision-Makers will consider the effect of ISB on adjacent populated areas. Evacuation to local shelters can be considered in order to protect public health if ISB is considered the best oil spill response action.

Environmental Considerations. The consequences of ISB on wildlife and vegetation must be considered especially the impact on endangered species. In many areas, the feasibility of ISB may be seasonal, depending on growth cycles of vegetation and presence (or non-presence) of endangered species and other wildlife.

Archeological Sites. If irretrievable or irreplaceable archeological sites are in the vicinity of the spill, all consideration will be given to protecting these areas. It is not envisioned that burning would be acceptable if such sites would be in any way harmed.

1650.2 Potential Effectiveness and Environmental Tradeoffs:

1650.2.1 Potential Effectiveness:

Many physical factors determine the success of ISB. The type of oil itself and the extent to which the oil has been exposed to the environment are two major factors. Other

factors, such as oil thickness, degree of weathering, and extent of emulsification, generally change with the passing of time, and the changes that occur make it more difficult to burn the oil. Therefore, in situ burning is typically most easily and effectively implemented during the early stages of a spill.

The efficiency of in situ burning depends upon several factors. Information gathered from controlled test burns and actual spill events suggest it can be highly effective in removing large quantities of oil from the water. Efficiencies of 50 to 90 percent can be expected in most burns, making this response method more efficient than many other methods. By comparison, mechanical removal methods can be expected to achieve and efficiency rate of only 10-20 percent.

In situ burning has most often been considered and tested with crude oil spills. However, its feasibility with other types of refined oil products (e.g., diesel and Bunker C fuel oil) has been demonstrated. Difficulties with establishing and maintaining necessary slick thickness (in the case of lighter oils) and ignition (for heavier oils) make in situ burning a slightly less viable alternative for those materials than for crude oils.

1650.2.3 Potential Tradeoffs Relevant to ISB:

All environmental response methods have advantages and disadvantages. In situ burning, while offering a potentially high efficiency rate, also has several human health and safety disadvantages, which may make it unfeasible in many circumstances. However, it should be considered, along with mechanical methods, as a primary spill response and cleanup technique.

Advantages:

- In certain areas where other techniques may not be possible or advisable due to the physical environment (e.g., ice conditions or wetlands) or the remoteness of the region, burning may represent one of the few viable response choices besides no action.
- In situ burning may prevent or significantly reduce the extent of shoreline impacts, including exposure of sensitive biological resources, wildlife habitats, and the oiling of high value recreational or commercial beaches.
- The magnitude of a spill may overwhelm the containment and storage equipment deployed or available for a region, necessitating the consideration of other methods in an overall response strategy.
- Burning can rapidly remove a large volume of oil from the surface of the water, reducing the magnitude of subsequent environmental impacts of stranded oil.

Disadvantages:

- Large quantities of black smoke are generated and may adversely affect human populations downwind.
- Potential for moralities or other adverse biological impacts from localized temperature elevations at the water's surface. Adverse impacts from this temperature elevation should be weighed against the toxic effects of not burning the spill.

- The burn must be carefully controlled to protect worker safety and prevent unintended environmental impacts.
- The window of opportunity is relatively short due to weathering of the spilled oil.

1650.2.4 Burning in Marshes and Wetland Habitats:

Guidelines for burning oil in marshes are as follows:

- Ensure the fire can be contained and controlled; it is more difficult to extinguish a fire in vegetation than it is extinguish burning oil contained in fireproof boom.
- If there is a water layer between the oil and the substrate, expect impacts to below ground vegetation.
- A standing water layer of just a few inches may get hot enough to kill shallow roots.
- Oiled woody wetland vegetation (compared to grasses and sedges) should be avoided.
- The best time to burn appears to be late Fall to early Spring when the vegetation is dormant and before production of new growth.
- Heavy accumulations should be removed using other methods if possible to reduce the amount of burn residues, which may cause long-term impacts to both vegetation and animals returning to the habitat.
- Light fuels and crudes burn more efficiently and generate fewer residues, which should reduce the potential for long-term impacts.
- Burning of oil trapped in ice appears to have the least environmental impacts because the burn area is contained, the plants are dormant, and the aboveground vegetation is dead.
- Burning of muddy substrates could alter their physical properties (i.e., make them hard), degrading their biological productivity.
- Wetlands vary by type, species present, condition, and known or estimated tolerances of that type of system to physical or chemical disturbances. Biologists or botanists should be consulted prior to the use of burning as a cleanup technique in a wetland.
- Mechanical or manual alternatives to burning may compact oil into the sediment, where it persists longer.

1650.2.5 Burning in Oiled Wetland Habitats:

Burning of oil in wetlands can be effective since it can remove a large quantity of oil with a minimum of physical disturbance. The type of wetland vegetation and the season of the year along with many other factors will dictate whether burning is feasible in a particular wetland.

The burning of wetlands is a prescribed method of rejuvenation for those wetland areas that have accumulated high litter loads, to generate green vegetation or open spaces to attract wildlife, release nutrients for recycling, and to restore habitats in areas that were historically subject to frequent wildfires to their natural conditions. Two important effects of burning are high BTUs, which increases heat penetration of the burn, and often there is an oil residue, which can cause toxicity. Guidance is currently under development for specific types of wetlands such as:

- Wooded swamps

- Fresh-to-brackish impoundment marshes
- Great Lakes coastal marshes
- Upper Mississippi River marshes
- Riparian wetlands
- Inland freshwater marshes
- Potholes

The following are pros and cons for burning in marshes and wetlands:

Pros:

- Burning can rapidly remove oil from sensitive areas where access is limited or mechanical removal may cause more harm from equipment or trampling.
- It provides a response option when no others are acceptable, or where likely oil residues will be unacceptably high with other options, including natural recovery.
- It rapidly removes oil from the habitat when there is a time-critical element, such as a short-term change in the physical conditions, which will likely cause loss of containment and further spreading, or a seasonal increase in wildlife use, such as arrival of large numbers of migratory waterfowl.

Cons:

- Burning can cause substantial initial plant damage because the aboveground vegetation is removed.
- Burning can cause long-term impacts to vegetation, especially if the fire is so hot that the below ground plant parts are killed.
- There is a potential for burning to increase oil penetration into the substrate, when there is no standing water.
- Any animals present and unable to escape (such as gastropods on clean vegetation above the oiled area) will be killed.

1650.3 Air Monitoring Guidelines:

1650.3.1 Monitoring for Responders:

Responders may, from time to time, be downwind of the evaporating slick and therefore be exposed to volatile organic compounds (VOCs). Responding crews may also be downwind and near the burning oil where they can be exposed to combustion products.

Responders may be exposed to VOCs from the evaporating slick similar to those during skimming operations and to combustion by-products from the burning oil: carbon dioxide, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulates, and other combustion products. Since responders may be exposed to levels of gases and particulates above the permissible occupational exposure limits, and should be provided with personal protective equipment and be trained in its proper use. Overall exposure is expected to vary from a few minutes to several hours.

1650.3.2 Sampling Purpose:

Sampling the responders' exposure level should serve several purposes, among them:

- Characterize exposures and hazards associated with the operation to provide better protection.
- Compliance with OSHA requirements (29 CFR 1910.134b(8) and 29 CFR 1910.120.q.3(ii)
- Data collection for scientific purposes.

1650.3.3 Exposure Limit"

Exposure limits for responders should be based on occupational exposure guidelines (see Table 1) such as OSHA's Permissible Exposure Limits (PEL) or applicable State standards. Exposure to the general public should not exceed the National Ambient Air Quality Standards (NAAQS).

Table 1. Occupational Exposure Limits

COMPOUND	OSHA PEL	ACGIH TLV	NAAQS
Benzene (VOC)	1 PPM (5 PPM STEL)	10 PPM (32 PPM STEL)	N/A
Nitrogen dioxide	1 PPM	3 PPM (5 PPM STEL)	.053 PPM annual average
Sulfur dioxide	2 PPM (5 PPM STEL)	2 PPM (5 ppm STEL)	.03 ppm annual average (.14 ppm 24 hour average)
Carbon monoxide	35 ppm (200 ppm STEL)	25 ppm	9 ppm
PAHs	.2 mg/m3	.2 mg/m3	N/A
Particulates PM-10	5 mg/m3	5 mg/m3	.05 mg/m3 annual avg (.15 mg/m3 24 hr avg.)

1650.3.4 When To Sample:

Sampling should be done as long as there is a potential for exposure.

1650.3.4.1 Sampling Method:

Industrial hygiene equipment and methods may be used. This may include personal sampling pumps, passive dosimeters, and real-time instruments. In general, the sampling should:

- Follow sound industrial hygiene practices and sampling procedures;
- Be a combination of area samples and personal sampling on the responders;
- May include both short-term exposure limits (STEL) and 8 hr time-weighted average;
- Be done for all substances of concern, making VOCs and particulates the top priority;
- Determine background levels before the burn and possible after burn levels;

1650.3.5 Protection:

Responders should use safe operating procedures such as staying upwind of the burn and the slick as much as possible and keeping safe distances from the fire. Responders should use respiratory protection and protective clothing as needed. It should be emphasized that safety risks such as heat and cold stress, falling overboard, or vessel collisions are just as real as chemical exposure, and more acutely dangerous. Responders should receive safety training that should include description of the hazards involved, precautions to be taken, and proper use of the safety equipment.

1650.3.6 Monitoring for the General Public:

Operational guidelines suggest a distance of 6 miles between the general public and the burning site when the wind blows toward shore. Burns may be conducted closer than 6 miles if conditions permit. Similarly, a burn may be inappropriate at 6 miles or greater if conditions are unfavorable.

Particulate level is the main concern downwind of the burn. The level of particulates in the center of the plume 3 miles downwind of the burn is expected to be around 150-micrograms/cubic meter. If the burning is conducted according to the operational guidelines previously stated, PM-10 levels miles away from the burn should be significantly lower than 150 micrograms/cubic meter in the center of the plume, and much lower than that at ground level. Concentrations at any one location will depend on specific atmospheric conditions at the time of the burn.

1650.3.7 Visual Observations:

Visual observations should be conducted to track plume direction and height, and to verify that the smoke behaves as predicted by the weather reports. Observations from ships and aircraft should continue as long as the burning takes place.

1650.3.8 Monitoring Considerations:

It is advisable to collect information concerning concentrations of smoke particulate of 10 micrometers (PM-10) or less. Monitoring should be established when there is reason to believe that the weather conditions and/or location of the burn could produce a situation in which the general public or sensitive environments could be affected by fallout from the smoke plume. Depending on circumstances, the burn maybe monitored by qualitative assessment (i.e., visual observation) and/or by quantitative methods that employ air sampling.

1650.3.9 Exposure Limits:

Exposure limits for the general public should be based on the National Ambient Air Quality Standards, which is used by EPA for air quality control. The standard for respirable particulates 10 micrometers in diameter and smaller is shown in Table 1. To err on the side of safety, this policy adopts an action level of a 150 micrograms per cubic meter average over one hour. Concentrations above this level should result in operational measure to control the rate of burn/smoke formation.

1650.3.10 Sampling Limitations:

Air sampling is not regarded as a requirement for conducting a burn, but should be used as the situation warrants. While it's not to be used as a primary means of protection, it may provide feedback to the FOSC by increasing the comfort level of both those conducting the burn and those potentially exposed to it, and by collecting data that may be of value for future in situ burning. Trends are more important than single readings, which may be affected by passing cars and other isolated occurrences. Averaging the readings over a period of time (e.g., 15 minutes) should provide and indication of the trend. Visual observations should be used to support sampling information.

1650.3.10.1Sampling:

Sampling may be conducted for several reasons:

- To ensure the health and safety of the public.
- To assess exposure levels at different points, providing feedback to the FOSC and to verify visual observations of plume behavior.
- Validation of air dispersion models.
- To satisfy other scientific or historical data collection needs.

Particulate concentration in the center of the plume may remain above the level of concern for several miles downwind. Sampling of particulates should therefore be the main effort.

1650.3.10.2 When To Sample:

Sampling may be used at any time during the burn, and should be used when there is a potential for exposure. If there is no reason to believe that a sensitive population will be affected, then sampling should not be required.

1650.3.10.3 Sampling Equipment:

Sampling equipment should be:

- Portable, easily deployable, and available when needed;
- Sensitive, accurate and precise enough to provide meaningful data;

If possible, provide real-time reading for immediate feedback and, in addition, have the capability to log reading over several hours to get the average concentration over an extended period of time.

1650.4 Recommended Air Monitoring Equipment:

The primary health concern is the presence of particulates. In addition, the generation of volatile organic compounds (VOCs) and polynuclear aromatic hydrocarbons (PAHs) vapors could be additional health and safety concerns in the immediate area. The Responsible Party may conduct air monitoring independently or with government oversight. The results should be immediately reviewed and assessed to address the burn's effectiveness and address public health concerns.

The U. S. EPA Region 5 Emergency Response Branch and its contractors, along with the U. S. Coast Guard's Strike Teams are often called in emergencies to conduct perimeter and on site air monitoring. The U. S. EPA regional offices maintain a 24-hour readiness along with contractor support to provide air-monitoring equipment at an emergency response. Equipment arrival time would depend on the mobilization time to the scene from the Regional Office. The earliest equipment may arrive at a spill in the COTP Chicago Zone would be approximately 3 hours. The FOSC can mobilize additional air monitoring resources from the ERT or from the USCG Strike Teams.

The ERT in Edison, New Jersey is on call 24 hours and is equipped and specialized in supporting FOSC's in conducting air monitoring. The ERT can mobilize to the site within 12 to 24 hours after being notified of a request for air monitoring support. U. S. Coast Guard Strike Teams also maintain air monitoring equipment and capabilities and can also be mobilized within 12 hours upon request. The Atlantic Strike Team is the primary responder to incidents in the Captain of the Port Chicago's AOR.

Because of exposure potential during evaluation of a burn, air monitoring should be set up prior to the burn event. The U. S. EPA and its contractors would immediately mobilize staff and equipment to monitor for particulate using Real Time Aerosol Monitors (RAMs). In addition, carbon monoxide and VOCs can be monitored directly at the burn location.

Real-Time Aerosol Monitors (RAMS), Mini RAMS, or equivalents, serve as valuable tools to assess the particulates in a plume, which could impact humans during an in situ burn. The current guidelines for safe levels of particulate are a PM-10 (particulate matter less than 10 microns) concentration of less than 150 micrograms per cubic meter. The RAM and Mini RAM instruments will directly read a measure of the total particulate in milligrams per cubic meter and give real time data for monitoring the particulates in air. These instruments can be used to screen residential areas during a burn to assess risk to on-site workers and to the public.

In addition to the above instruments, the U. S. EPA would mobilize a photo ionization detector, explosi-meter, and a portable gas chromatograph to monitor volatile emissions directly at the source of the burn. The U. S. EPA maintains portable gas chromatographs,

color-metric tubes, and fixed sampling pumps to monitor volatile emissions, PAHs, particulates, carbon monoxide and carbon dioxide during an in situ burn.

The equipment described in Table 2 can be mobilized to an emergency by calling the U. S. EPA Regional Office or the National Response Center.

U. S. EPA Region 5 (24 hour spill line)	312-353-2318
U. S. EPA Region 7 (24 hour spill line)	913-281-0991
National Response Center	800-424-8802
USCG Atlantic Strike Team	609-724-0008

The NOAA Scientific Support Team can also provide air-monitoring resources from its field office at Louisiana State University. This can be activated through the NOAA Scientific Support Coordinator for the Great Lakes and Inland Rivers in Cleveland, Ohio.

See Table 2 for U. S. EPA air monitoring equipment for Regions 5 and 7.

1650.4.1 Sampling Location:

Locations should be prioritized based on risk concerns, with the first priority given to population centers downwind of the burn. For scientific data collection, samplers should be placed at different distances from the burn to collect particulate concentration data at ground level.

If sampling is needed, real-time particulate samplers (PM-10) should be positioned on:

- The shoreline at the expected centerline of the plume;
- At the population center of concern; and
- In several locations in the vicinity of the population downwind of the burn.

PM-10 samplers can collect readings before the burn for background data, during the burn to assess the burn effect, and after the burn is over to collect post-burn readings.

1650.4.1.1 Other Sampling Considerations:

1. Area background readings should be taken before and after the burn to determine baseline levels.
2. EPA and regional air monitoring stations may be able to assist by providing historical data, and by conducting air sampling during the burn itself.

1650.5 Public Notification

Informing the public of an impending burn is one of the most important aspects for conducting an in situ burn. This notification should be a unified, coordinated effort on

behalf of all agencies involved. It is the responsibility of the Joint Information Center under the guidance of the Unified Command, to promulgate information on in situ burning to the public in a clear, concise, timely manner.

Public notification can be initiated in a variety of ways, such as radio and TV broadcasts and broadcasts to mariners. If the circumstances dictate, public warning systems may be used, but this would be unlikely.

In the COTP Chicago's area of responsibility, public information "Q&A" sheet has been developed for distribution prior to and during an in situ burn (see Exhibit 1). This information should be distributed through a Joint Information Center (JIC) during a spill or the involved agencies' public offices prior to a spill.

1650.5.1 Suggested Public Notice for ISB:

At (time) on (date), a release of oil occurred at (location). Following an evaluation of the situation, local, State and federal officials have determined that burning the oil in place is the safest and most effective way to protect the public health and environment. The burn will be conducted under controlled conditions to ensure that the fire will not threaten the public, property, or environment.

The decision to burn was made after considering strict health and environmental criteria. Officials have determined that the burning will present an opportunity for greater health and environmental protection than can be achieved by using other spill response methods. Health and environmental precautions will accompany the burning.

The burn(s) will be carried out by specially trained personnel and will be closely monitored. The burn will begin at approximately (time), and the public will be advised when the burn is complete. Questions should be directed to (person or organization) at (telephone number).

1650.6 Ecological Consideration:

1650.6.1 Open Water:

The surface area affected by in situ burning is likely to be small relative to the total surface area and depth of a given body of water. This does not necessarily preclude adverse ecological impacts, particularly if rare or sensitive species use the waters in question. Organisms that may be affected by in situ burning include those that use the uppermost layers of the water column, those that might come into contact with residual material, and possibly some benthic (bottom-dwelling) plants and animals.

1650.6.2 Direct Temperature Effects:

Burning oil on the surface of the water could adversely affect those organisms at or near the interface between oil and water, although the area affected would mostly likely be relatively small. Observations during large-scale burns using towed containment boom did not indicate a temperature impact on surface waters. Field tests indicate that the length of time the burning layer resides over a given water surface may be too brief to change the temperature due to the fact the ambient temperature water is continually being supplied below the oil layer as the boom is towed.

1650.6.3 Surface Microlayer:

The surface of the water is called the "surface microlayer", which has been the subject of many recent biological and chemical studies. The results from recent studies are applicable to both the marine and freshwater environment. The microlayer, generally considered to be the upper millimeter or less of the water surface, is a habitat for many sensitive life stages of aquatic organisms, including eggs and larval stages of fish and crustaceans, and reproductive stages of other plants and animals. The microlayer also is a substrate for microorganisms and, as such, is often and area of elevated microbial population levels and metabolic activity.

As it applies to ocean incineration, the Office of Technology Assessment (1986) noted "...given the intermittent nature of ocean incineration, the relatively small size of the affected area, and the high renewal rate of the surface microlayer resulting from new growth and replenishment from adjacent areas, the long-term net loss of biomass would probably be small or non-existent."

Despite the differences between shipboard incineration of hazardous wastes and surface burning of spilled oil, the same rationale may be applied to in situ burning of oil. The potential impact on the surface microlayer are, to a certain degree, offset by the short-lived nature of the burn and its residual material.

1650.7 Environmental Toxicological Considerations:

The potential ecological effects from in situ burning have not been studied extensively. However, Environment Canada coordinated a series of studies to determine some of the information shortfalls. These studies were done to determine if in situ burning resulted in water column toxicity beyond that attributable to allowing the slick to remain on the surface of the water.

Toxic effects were evaluated using three standard marine test organisms: sand dollar, oyster, and fish. In both the laboratory and the field experiments, sensitive toxic endpoints in these organisms were studied in the three situations of no oil, no burning; oil on water, no burning; and oil on water, burned. The results indicated that although toxicity increased in water samples collected below burning oil on water, this increase was generally no greater than that caused by the presence of an unburned oil slick on water. Chemical analyses performed in conjunction with the biological tests reflected

low hydrocarbon levels in the water samples. In addition to water column samples, the residues remaining after the tests will be subjected to aquatic toxicity testing.

In addition to the impacts caused by high temperatures, the by-products of in situ burning may be toxicologically significant. Although analysis of water samples collected from the upper 20 cm of the water column immediately following a burn of crude oil yielded relatively low concentrations of total petroleum hydrocarbons (1.5 PPM), compounds that have low water solubility or that associate with floatable particulate material tend to concentrate at the air-water interface (U.S. EPA 1986). Strand and Andren (1980) noted that aromatic hydrocarbons in aerosols originate from combustion associated with human activities, and that these compounds accumulate in the surface microlayer until absorption and sedimentation remove them.

Burn residues could be ingested by fish, birds, mammals, and other organisms, and may also be a source for fouling of gills, feathers, and fur. However, these impacts would be expected to be much less severe than those manifested through exposure to a large, uncontained oil spill.

Contamination is likely to be local in scale affecting certain unique populations and organisms that use surface layers of the water column at certain times to spawn or feed. In crafting an effective and protective response strategy, these effects should be weighed against effects resulting from alternative actions.

1650.8 Health and Safety Considerations:

1650.8.1 Safety of Response Personnel:

The safety of response personnel during the ignition and burn phases of petroleum products is of primary concern to all involved, and will be the first priority at all times. The Unified Command will ensure that responders will not be placed in unsafe conditions through the creation and promulgation of a comprehensive site safety plan that addresses details of the burn operation. Each responder is responsible for becoming familiar with the safety plan and for complying with its directives. Areas to be addressed include:

Fire Hazard - Care must be taken that the burn be controlled at all times to ensure the safety of personnel and property. This precludes burning at sources such as tankers, ships, or tank farms unless means are taken to ensure that the flame cannot propagate from the burn location to the source.

Ignition Hazard - Personnel and equipment involved in ignition of the oil slick must be well coordinated. Weather and sea conditions need to be kept in mind and adequate safety distances are kept at all times. Specialized ignition equipment; unknown fire behavior and uncertain flash points introduce safety risks.

Vessel Safety - Burning at sea may involve the use of several vessels operating in close proximity, perhaps at night or in conditions of poor visibility. These conditions are hazardous by nature and generally require training and close coordination.

Maneuverability while towing boom or positioning other containment equipment will require skilled personnel.

Training - Training of personnel to operate equipment for in situ burning should be developed to minimize the risk of injury and accident. Training should meet all applicable OSHA regulations and guidelines.

Response personnel working in close proximity to the burn may be exposed to levels of gases and particulates that may require the use of personal protective equipment. Training for burn personnel should include proper use of personal protective equipment, which may be used to minimize inhalation of, and skin contact with, combustion by-products. Exposure limits such as OSHA's PEL (Permissible Exposure Limits) are applicable.

Other hazards can include the exposure of personnel to extreme heat, smoke and fumes while also working under stressful conditions for an extended period of time. Personnel must be thoroughly briefed on the burn plan, with safety stressed, and must be notified of any changes to the plan. The feasibility of burning should be constantly evaluated, and should not be carried out if there is a threat to human health and safety, or to facilities.

1650.8.2 General Public Health Considerations:

Burning oil produces a visible smoke plume containing smoke particulates, combustion gases, unburned hydrocarbons, residue left at the burn site and other products of combustion. It also results in the evaporation and release of volatile compounds from the oil. Public health concerns relate to the chemical content of the smoke plume and the downwind deposition of particulates. Burning oil also introduces air quality concerns. Based on previous analysis, 50 percent of a light crude oil spill can evaporate fairly quickly, and it is the acutely toxic lighter fractions of a crude oil mix that quickly move into the atmosphere.

Recent burn tests indicate that in situ burning of oil does not produce significantly higher emissions than those expected for similar types of combustion, such as forest fires. A widely held belief among human health experts is that the most significant risk to human health resulting from in situ burning is inhalation of the fine particulate material that is a major constituent of the smoke produced. An early assessment of health concerns attributable to the Kuwaiti oil fires identified the less than 10-micron particulate matter as representing the greatest health hazard in that situation. The extent to which these particles present a health risk during an in situ burn depends on the concentration and duration of exposure. It is important to remember that particulates in these concentrations are so small that they do not settle readily. They will be carried by the prevailing wind over large distances, and their concentrations will rapidly decline.

Polynuclear aromatic hydrocarbons (PAHs) are a group of hydrocarbons produced during in situ burning, and are found in oil and oil smoke. PAHs are generally found in higher relative concentrations in oil smoke as opposed to the oil itself. The potential carcinogenic properties of these PAHs make them a also decline downwind.

Except under extraordinary circumstances, burning should not be allowed if human populations downwind are at risk. There is no definitive distance for determining safe downwind distances. Atmospheric dispersion models may be utilized to help refine potential downwind exposures. If models are not available, a small pilot burn may be conducted before a larger burn in order to gauge the effectiveness of the ambient conditions to disperse the smoke and gasses from the burned material. A 45-degree arc on either side of the prevailing wind direction should be drawn to determine acceptable locations for human populations during a burn. If human populations are present within these 45-degree arcs and less than 6 NM downwind, the burn should not be conducted. If a burn is absolutely necessary, the population should be evacuated. Local wind and weather events (e.g., air stability class, lake breezes, and frontal passages) must be considered when determining downwind directions. Serious health concern, although it is generally long-term exposure to the higher molecular weight PAHs that is the basis for concern. Sulfur dioxide (SO2) and nitrogen dioxide (NO2) are eye and respiratory tract irritants that are produced by oil combustion. Concentrations of PAHs decline downwind as smoke from the fire is diluted by clean air. The concentrations of other by-products of burning oil (i.e., combustible gases)

1650.9 By-products:

By-products from the burning of oil are produced from a lack of efficiency in the combustion process, where the material is not completely oxidized. A wide variety of intermediate combustion products are generated from the burning of oil. These by-products can generally be categorized into 3 groups: unburned oil, airborne components and combustion residues. The exact mix of this burn residue will vary between respective burns.

1650.10 Operational Considerations:

1650.10.1 Open Water Burning:

In open water burning, the most likely scenario would involve the use of boats towing fire resistant booms that could be used to contain the spilled oil and keep it from spreading. The boom, attached to the boats by towing lines, would be towed such that it forms a U shape. The open end of the U is maneuvered through the slick until the boom is full. The collected oil is then towed away from the main slick and the oil is ignited. During the burning the boom is pulled in such a way as to slowly advance ahead to ensure that the oil is concentrated at the back end of the boom and to maintain maximum thickness. Letting the oil layer thin out by releasing one end of the boom can terminate a burn. After the oil is consumed, the process is repeated. Other techniques may include containing the oil continuously spilling from a burning oilrig, or placing fire boom around a tanker that caught fire.

1650.10.2 Inland Environments:

Currently, there is little technical information on techniques and impacts of burning in environments other than open water. Many times, these scenarios involve burning in ice conditions and in wetlands and the results are varied and anecdotal.

1650.10.3 Ice/Winter Conditions:

To maintain the minimum 2-3 mm thickness necessary to burn oil, containment will be necessary in the vast majority of instances. Ice edges can act as natural barriers, and as long as the oil is of sufficient thickness, combustion is possible. The oil may have to be herded into sufficient thickness along the edge, either by wind or current. Oil trapped under the ice may also accumulate in sufficient thickness along leads in broken ice resulting in favorable conditions for burning. Test burns in a 1986 Esso wave basin showed burning efficiencies of up to 90% where moderate winds herded the oil into long narrow leads. Burning in other lead geometries and along brash ice resulted in less efficient burns. Arctic studies have also shown it is possible to ignite and burn fresh, weathered, and emulsified oil at temperatures as low as -35C. Once ignited, an in situ burn in broken ice is not easily extinguished.

Burning oil in snow conditions is similar to burning oil on water since as the snow melts during the burn it can form a melt water pool upon which the oil continues to burn. Certain conditions such as wind, snow properties, and concentration of the oil in the snow all can impact the success of the burn. Burn efficiencies of 90-99% have been shown during field studies and actual spills. Oil/snow mixtures of u to 75% can be ignited with a diesel or gasoline soaked rag.

1650.10.4 Fire Resistant Boom:

In order to maximize the efficiency of the burn and provide a means to control the burn, physical collection of the oil is necessary. This can be accomplished by the use of fire resistant boom or some type of fire resistant containment. The lack of availability of some type of fire resistant boom/containment or the equipment necessary to deploy the boom may result in the denial of a request to burn.

1650.10.5 Ignition:

Pyrotechnic igniters, laser ignition systems, and aerial ignition systems are forms of ignition sources that may be used to ignite oil. Pyrotechnic devices (such as flares) have been successfully used to ignite floating oil slicks under a range of environmental conditions. Disadvantages are associated with safety, shelf life, availability, speed of deployment, and cost. Laser ignition is an experimental method; its drawbacks are associated with difficulties in beam focusing from the air, wind effects during oil preheating, energy requirements, and cost. Aerial ignition systems using gelled gasoline dropped from helicopters appear to be a more viable technique applicable in a range of environmental conditions.

1650.10.6 Oil Thickness:

Most types of oil slick can be effectively burned at a thickness of 2-3 mm. Factors such as oil viscosity and weathering will affect the success of the burn. The more viscous and more weathered oils require a much thicker layer of oil to burn (approximately 10 mm). In general, the thicker the oil, the more efficient the burn. The use of some type of containment system should ensure the oil is kept to a uniformly acceptable thickness for the burn to take place.

1650.10.7 Weathering:

Weathered oil requires a longer ignition time and higher ignition temperatures. Most ignition sources will have no problem igniting weathered oil; they have sufficient temperature and burn time to ignite the vast majority of oils.

1650.10.8 Emulsification:

Emulsification, which is the process of water becoming mixed with the oil, decreases the combustibility of the oil in a similar manner to weathering. However, it does not necessarily prohibit the ignition of the oil. The controlling factor in the combustion of emulsions is the removal of water, which is accomplished either through the boiling of the water out of the emulsions or by breaking the emulsion thermally or chemically.

1650.10.9 Unburned Oil and Solid Burn Residues:

In situ burning has the potential to remove a large quantity of oil from the water's surface, but will not remove 100%. There will still be some of the source oil remaining, as well as some by-products that are a result of burning any type of material. Combustion residues, which are stiff, taffy-like material will remain after the burn. Provisions for the removal of these materials must be made as the potential exists for undefined levels of shoreline impacts even with a successful burn.

The potential for sinking of burn residues exists, based on information collected from previous incidents. The data suggests that the oil takes on a slight increase in density relative to the original oil. The theory assumes that the oil undergoes a crude distillation in which lighter components are driven off and a denser material remains. This may be a result of extraordinary heating of the product. Although it cannot be confirmed that this happens in every instance, the presence of oil residues should be considered under all burn scenarios.

1660.0 Fish and Wildlife Acts Compliance (Migratory Bird Act, Marine Mammal Act, Endangered Species Act, etc): TBD

1670.0 Protection of Historic Properties: TBD

1680.0 Alternative Response Technical Evaluation System (ARTES): TBD

1690.0 Specialized Monitoring of Advanced Response Technology (SMART): TBD

1700.0 Reserved

1800.0 Reserved

1900.0 Reserved for Area/District

Table of Contents

2000 Command

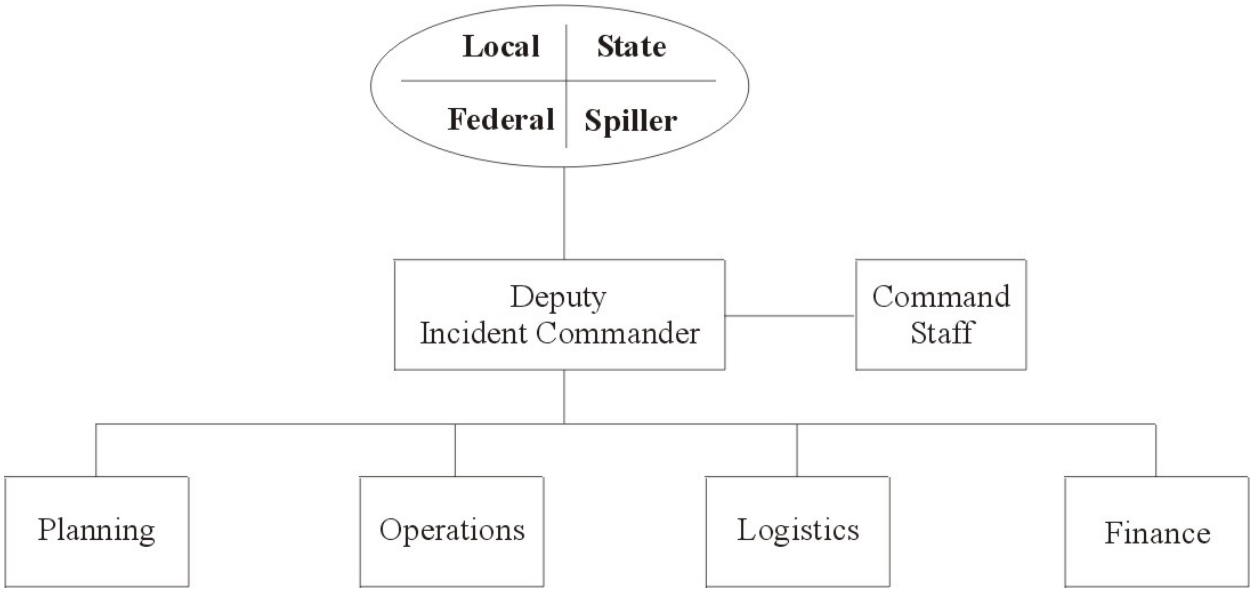
Refer to the Incident Management Handbook (IMH) for specific information on all duties and positions. Refer to 9750 ICS Forms Database for ICS forms. This section will only provide a brief overview and information specific to the COTP Chicago zone.

2100 Unified Command – Command Structure

The National Response Plan (NRP) states that the basic format for the response management system is a structure that brings together responsible parties with federal, state, and local agencies to achieve an effective and efficient response. This structure is commonly referred to as the Unified Command (UC). It should be noted that in this structure the FOSC retains ultimate authority for decisions relating to the response operation. However, the FOSC will exert his/her own authority independent of the UC only if other members are not present or are unable to reach consensus within a reasonable time frame.

The Unified Command is responsible for the overall management of the incident. The Unified Command will direct the tactical and strategic response to a discharge or release or oil or hazardous materials with a unified position to ensure an efficient utilization of available resources. The Unified Command oversees and delegates responsibilities to the Operations, Planning, Logistics and Finance/Administration Sections. These section are further detailed in 3000-6000 of this plan.

The Command Staff is composed of a Safety Officer, Information Officer, and a Liaison Officer. These positions are discussed further in Sections 2200, 2300 and 2400. See diagram below:



2110 Command Staff Elements

2110 Federal Representative

The FOSC is the pre-designated Federal official responsible for ensuring immediate and effective response to a discharge or threatened discharge of oil or a hazardous substance. The U.S. Coast Guard designates FOSCs for the U.S. coastal zones, while the U.S. EPA designates FOSCs for the U.S. inland zones. The first federal official affiliated with an NRT member agency to arrive at the scene of a discharge should coordinate activities under the NRP and is authorized to initiate, in consultation with the FOSC, any necessary actions normally carried out by the FOSC until the arrival of the predesignated FOSC. This official may initiate federal Fund-financed actions only as authorized by the FOSC.

The FOSC shall ensure that the trustees for natural resources are promptly notified of discharges. The FOSC shall coordinate all response activities with the affected natural resource trustees and shall consult with the affected trustees on the appropriate removal action to be taken. Where the FOSC becomes aware that a discharge may affect any endangered or threatened species, or their habitat, the FOSC shall consult with the appropriate Natural Resource Trustee.

2120 State Representative

The State Incident Commander is responsible to ensure all pertinent resource, cultural, archaeological, environmental, and economic issues are discussed and decisions within the UC are based on sound state specific information. This individual must be able to make decisions with minimal internal agency consultation.

2130 Responsible Party (RP) Representative

Under OPA 90, the responsible party has primary responsibility for cleanup of a discharge of oil and is liable for removal costs and damages that are a direct result of the spill. Any removal activity undertaken by a responsible party must be consistent with the provisions of the NRP, the Regional Contingency Plan (RCP), the ACP, and the applicable response plan required by OPA 90.

Each responsible party for a vessel or facility from which a hazardous substance is released, or which poses a substantial threat of a discharge, is liable for removal costs as specified in the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) (42 U.S.C. 9601 et seq.).

2200 Safety

The Safety Officer is responsible for monitoring and assessing hazardous situations and developing measures to assure personnel safety. The Safety Officer should correct unsafe acts or conditions through he regular line of authority, although the Safety Officer may exercise emergency authority to stop or prevent unsafe acts when immediate action is required. The Safety Officer maintains awareness of active and developing situations, ensures the preparation and implementation of the Site Safety Plan and all safety messages with the IAP. There will be only one Safety Officer assigned per incident. Refer to Appendices 9704 Incident Management Handbook, 9705 ICS Forms Database and 9300 Draft IAP for additional information and an IAP template.

2210 Site Safety Plan

At a minimum the site safety plan should include health and safety hazard analysis and a comprehensive operations work plan for each site, task, or operation. The plan should address personnel training requirements, personal protective equipment selection criteria, and confined space entry procedures. In addition, it should detail an air monitoring plan, site control measures, and the format for pre-entry and pre-operations briefings. Refer to Appendix 9310 Site Safety Plan for information necessary to develop a site safety plan and for an ICS compatible template.

2300 Information

The Information Officer is responsible for developing and releasing information about the incident to the news media, to incident personnel, and to other appropriate agencies and organizations. Only one Information Officer will be assigned for each incident, including incidents operating under a Unified Command.

2310 Joint Information Center (JIC)

During a major oil or hazardous materials spill where media activity is expected to last several days, the Information Officer (IO) should establish a Joint Information Center (JIC) to coordinate the Public Affairs activities of all participating agencies and parties. The role of the JIC is to provide multiple phone lines for incoming calls staffed by knowledgeable individuals and to ensure State, Local, and Federal government Public Affairs Officers (PAOs) are available to the media. In addition, the JIC develops and produces joint news releases under the Unified Command and schedule, organizes, and facilitates news conferences.

It is recommended that the JIC be in the same building as the Command Center, but in a room separate from other sections. PAOs need to be close to the UC and other sections for effective communication flow, but not so close as to disturb response operations. Equipment requirements for the JIC vary based on the size and impact of the incident and media and public interest levels. If possible, a separate "Press Room" should be established for reporters to use at spills that attract a great deal of media interest. This room may be used by reporters covering the story, and would ideally be equipped with several phone lines, electrical outlets, and a couple of desks or tables and chairs. There should be a way to display maps, status boards, and other visual aids that could be used on-camera, and tables near the door for the latest news releases, fact sheets, and advisories. If there is room for seating and a podium with PA system, the pressroom is a good site for all formal news conferences. This allows TV news crews to set-up cameras in advance, and reporters to do stand-ups and call-ins from an easy, central location.

2320 Media Contacts

The Unit Public Affairs Officer is the Unit point of contact for contacting local media. During an incident all media inquiries should be referred to the JIC. Refer to Appendix 9200 Personnel and Services Directory for additional information.

2400 Liaison

The Liaison Officer is the point of contact for personnel from assisting and cooperating agencies. The Liaison Officer will proactively coordinate with state and local government officials, keeping them advised of the situation and anticipated actions and soliciting their concerns. Liaison Officers are typically used during incidents that are multi-jurisdictional and that have multi-agency response. Refer to Appendix 9200 Personnel and Services Directory for a list of federal, state and local trustee, agency representatives and environmental, economic and political stakeholders.

2500 Reserved

2600 Reserved

2700 Reserved

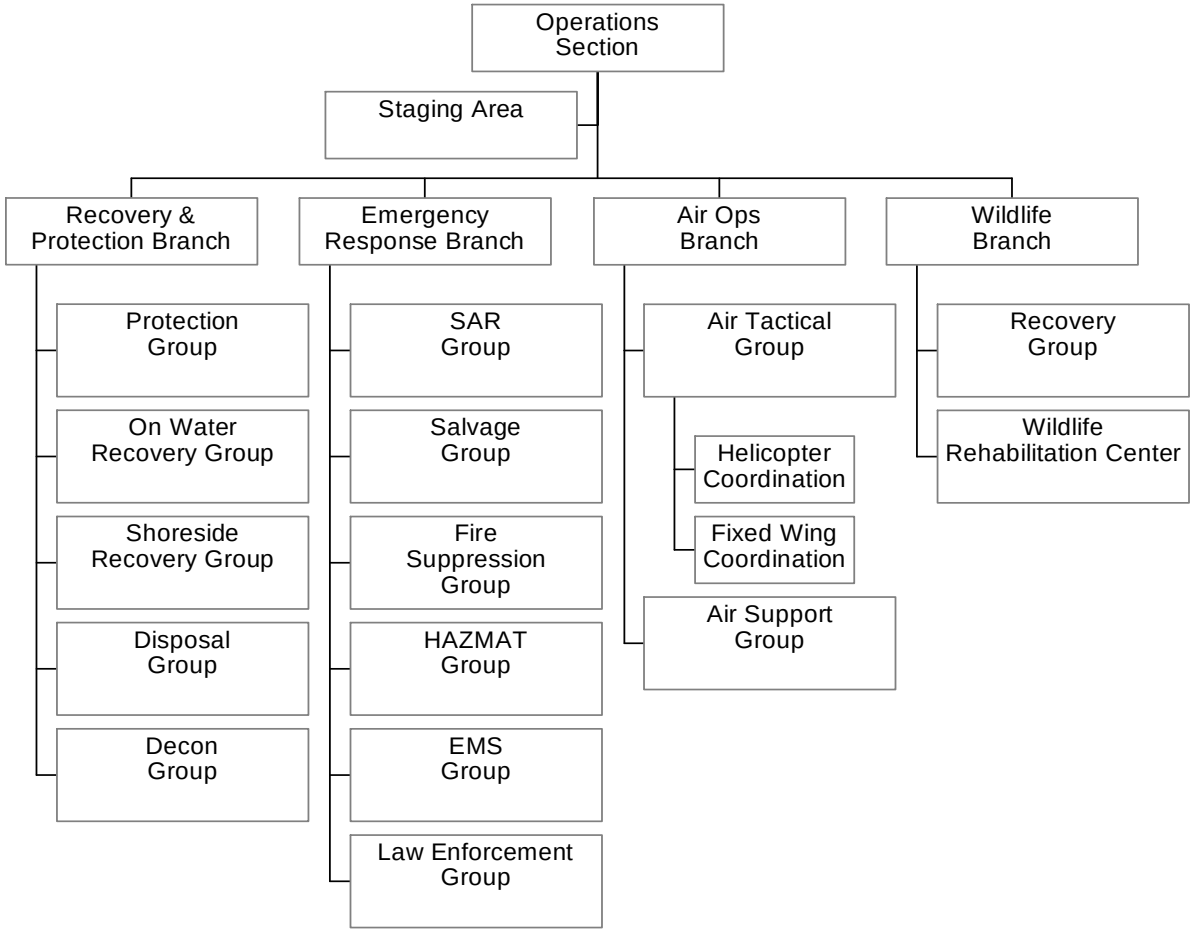
2800 Reserved for Area/District

3000 OPERATIONS

3100 OPERATIONS SECTION ORGANIZATION

The Operations Section is responsible for the implementation and achievement of cleanup objectives determined by the Unified Command that may involve a facility, vessel, or pipeline. This Operations Section is responsible for developing detailed operational plans with operations section representatives from the federal, state, local, and responsible party organizations based on overall objectives. The Operations Section collects information from field level sources, assessing the situation, communicates with and makes recommendations to the Unified Command.

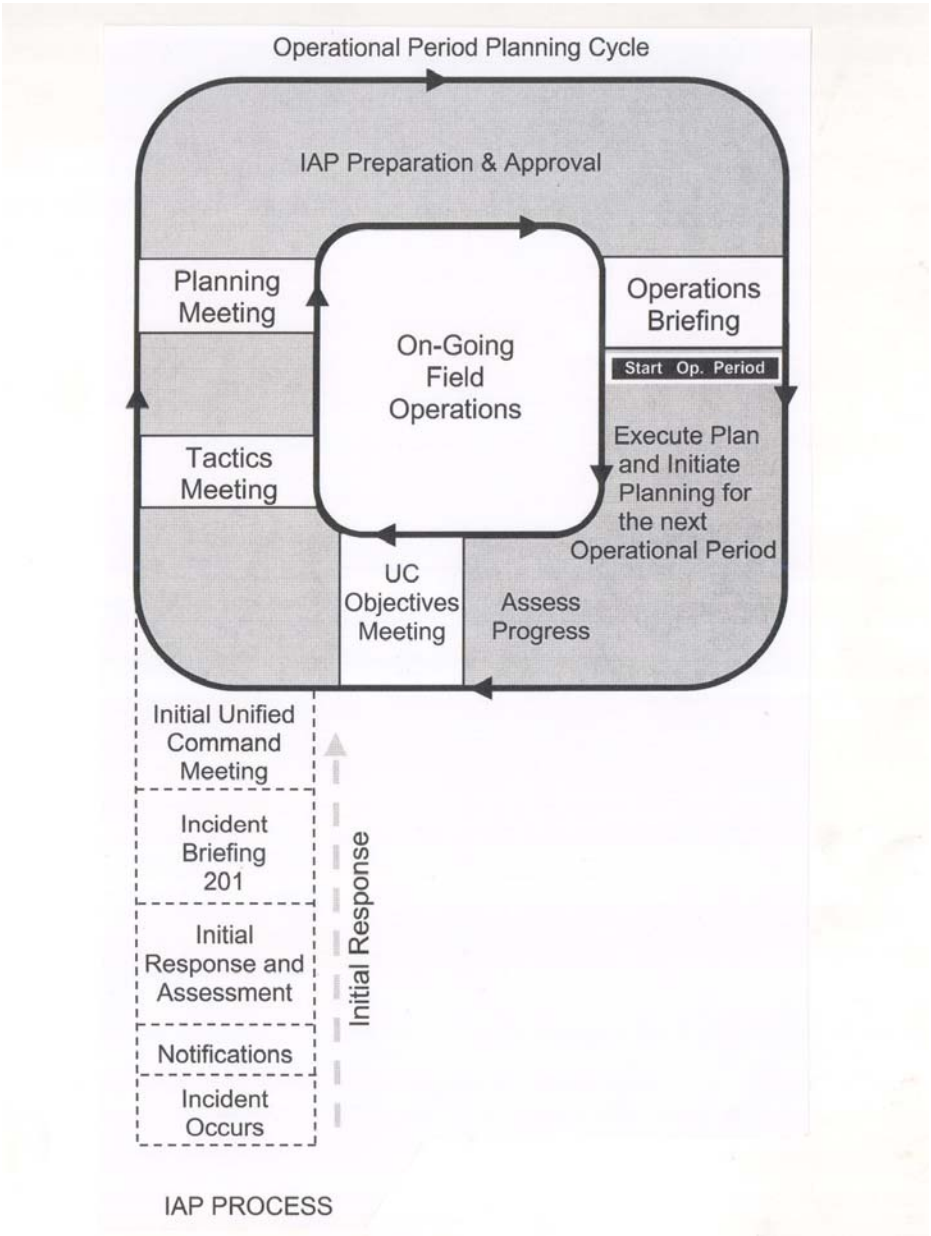
The following is an organizational chart of the Operations Section and its subordinate units. It serves as an example and is not meant to be all inclusive. The functions of the Operations Section must be accomplished during an incident; however, they can be performed by one individual or can be expanded, as needed, into additional organizational units with appropriate delegation of authority. A brief description of each position is provided in the subsequent pages.



3110 OPERATIONS SECTION CHIEF

The Operations Section Chief is responsible for the management of all operations directly applicable to the primary mission. The Operations Section Chief activates and supervises elements in accordance with the Incident Action Plan (IAP) and directs its execution; activates and executes the Site Safety Plan; directs the preparation of unit operational plans, requests or releases resources, makes expedient changes to the Incident Action Plans as necessary, and reports such to the Incident Commander.

The Operations Section Chief is a key player in the development of the Incident Action Plan (IAP) described in the diagram below.



Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH.

3200 RECOVERY AND PROTECTION BRANCH

The Recovery and Protection Branch is responsible for overseeing and implementing the protection, containment and cleanup activities established in the Incident Action Plan (IAP). Because this branch is so diverse in it's operations, it has been divided into the following groups:

- Protection Group
- On-Water Recovery Group
- Shoreside Recovery Group
- Disposal Group
- Decontamination Group

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH).

3210 PROTECTION GROUP

The Protection Group will determine the proper deployment of containment, diversion, and sorbent boom in designated locations and implement proper cleanup methods using the following guidelines:

- Ensure cleanup methods are appropriate for area being cleaned. Consult the ESI listing and input from the Trustees.
- Do not conduct cleanup with methods that cause more damage than the oil that would have been removed.
- Ensure workers know what to look out for, avoid, or protect.
- If dispersants, burning, or use of other chemicals are a viable option, seek approval and plan logistics early.
- Each incident is different and may require extensive research to determine the appropriate cleanup method(s). All available resource information should be used to determine what is appropriate. These include, but are not limited to: MSO Chicago's Library References, Scientific Support Coordinator (Cleveland), Atlantic Strike Team, State Trustee resources, and Manufacturer and/or users of the chemical involved.

A geographic information system-based effort is maintained through U.S. EPA for the entire scope of the plan area and includes geo-referenced data for environmentally sensitive areas, potential spill sources, water intakes, marinas, and launching ramps.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH).

3220 ON WATER RECOVERY GROUP

The On Water Recovery Group is responsible for managing on water recovery operations in compliance with the Incident Action Plan (IAP).

- Direct, coordinate and assess effectiveness of on-water recovery actions.
- Modify protective actions as needed.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH).

3230 SHORESIDE RECOVERY GROUP

The Shoreside Recovery Group is responsible for managing shoreside cleanup operations in compliance with the Incident Action Plan (IAP).

- Direct, coordinate and assess effectiveness of shoreside recovery actions.
- Modify protective actions as needed.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH).

3240 DISPOSAL GROUP

The Disposal Group is responsible for coordinating the on site activities of personnel engaged in collecting, storing, transporting, and disposing of waste materials. Depending on the size and location of the spill, the disposal groups may be further divided into teams, task forces, and single resources.

- Ensure compliance with all hazardous waste laws and regulations, specifically RCRA requirements.
- Ensure a HAZARDOUS WASTE MANIFEST is generated for disposals involving 5 gallons or more of petroleum products (or as otherwise dictated by Illinois EPA, Michigan DEQ or **EPA-RCRA Hot Line 1-800-424-9346**). Disposals of less than 5 gallons or 50 lbs. must comply with RCRA but may not require a manifest.
- Maintain accurate records of recovered material.
- The FOSC will ensure that all wastes generated will be adequately characterized and appropriate disposal will be arranged, regardless of whether it is a federal or RP lead incident.
- Determine temporary and ultimate disposal sites as appropriate.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH).

General guidelines. A waste is any solid, liquid, or contained gaseous material that is not of any further use, and either is recycled or thrown away. According to RCRA, a hazardous waste is a waster that because of its quantity, concentration, or physical, chemical, or infectious characteristic, it may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or pose a substantial hazard or potential hazard to human health and the environment when improperly treated, stored, transported, or disposed of, or otherwise managed. A hazardous waste, also must be a "solid waste" as defined in RCRA as "garbage, refuse, or sludge or any other water material." A solid waste can be a solid, semisolid, a liquid, or a contained gas. Presently there are two ways a material maybe classified as a "hazardous waste". First if the waste is "Listed" under RCRA regulations (40 CFR 261.20 – 261.24) or if it has

one of four characteristics. These characteristics are ignitability, corrosivity, reactivity, and toxicity, as listed in 40 CFR 261.

Any discussion of the disposal of oil or hazardous material recovered during the clean-up of a discharge or release in the Western Lake Superior Zone must first recognize that the location of the removal site will play a major role in the disposal method decision-making process. In addition, each of the three states within the zone has it own state laws and regulations. Therefore, each incident will be unique and only generalities can be made concerning some aspects of disposal. In the interest of conservation, individual state laws will not be repeated in this plan. The following general policy statements are based on local worst case scenarios as stated in Section 9000 and Appendix D to this plan.

Clean-up contractors can arrange for testing, but this is considered subcontracting, requiring approval of USCG contracting officer (if FOSC hired contractor). The contractor should hold material on-site until test is completed and the material is accepted by a disposal facility. Improper disposal of these materials may cause injury or death, and may also damage or pollute the environment. It is the generator's responsibility to determine whether the material is a hazardous water and to ensure proper disposal. A cleanup contractor can arrange for disposal, but this is also considered subcontracting which first requires USCG contracting officer approval (if FOSC hired contractor). If the product is unknown, testing is required to determine if it is a hazardous waste.

Specific Policy In Illinois. TBD

Specific Policy In Michigan. MI DEQ would be likely to recommend in-situ burning if possible as well as burning of oiled debris on shore. Disposal of recovered product would be mostly a logistic problem. Within 12 hours, several vacuum trucks could be on-scene from sources in the area. They could haul recovered oil/water to the ACOE's "Lily Pond" located west of Hancock, MI on the Keweenaw Waterway. This area was identified by the MI DEQ as suitable for temporary storage. It is a clay base, lined pit that should meet state and EPA standards. Several empty above ground storage tanks in the area could be called into use as well. The old Standard Oil tank farm in Dollar Bay is one such site. It may be possible to construct on-site decanting pits of sand lined with plastic on the beaches. Heavy construction equipment could be on-scene within an hour. To determine if an environmental media is considered hazardous waste you must consult with the Michigan Department of Environmental Quality (DEQ). There are different requirements depending on whether the spill occurred on the surface or from an underground storage tank.

For surface pollution response and remediation in Michigan		***(800) 292-4706***
	(Out of state/day, only)	***(517) 373-9837***
For release from an underground storage tank in Michigan		***(800) MICHUST***
	(Out of state/day, only)	***(517) 373-8168***

3250 DECONTAMINATION GROUP

The Decontamination Group is responsible for decontamination of personnel and response equipment in compliance with approved statutes. Contaminated personnel and personnel entering contaminated areas shall be decontaminated in accordance with the instructions of the SSHO.

- Direct and coordinate decontamination activities.
- Determine resource needs.
- Brief Site Safety Officer on conditions

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH).

3260 DISPERSANTS (Current guidelines are in Appendix H)

3270 IN-SITU BURNING (ISB) (Current guidelines are in Appendix I)

3280 BIOREMEDIATION (To be developed)

3300 EMERGENCY RESPONSE BRANCH

The Emergency Response Branch is primarily responsible for overseeing and implementing emergency measures to protect life, mitigate further damage to the environment, and stabilize the situation. This branch is divided into the following groups:

- Search and Rescue (SAR) Group
- Salvage Group
- Fire Suppression Group
- Hazardous Materials Group
- Emergency Medical Services Group
- Law Enforcement Group

3310 SAR GROUP

The SAR Group is responsible for prioritization and coordination of all Search and Rescue missions directly related to a specific incident. All search and rescue operations on Lake Superior are coordinated and supported through Coast Guard Group Sault Ste Marie and the following Coast Guard resources:

Coast Guard SAR Resources on Lake Superior

Station	Location	Phone No. #
Group Sault Ste Marie	Sault Ste Marie, MI	(906) 635-3233
Station Duluth	Duluth, MN	(218) 720-5412
Station Small Grand Marais	Grand Marais, MN	(218) 387-2574
Station Bayfield	Bayfield, WI	(715) 779-3950
Station Portage	Dollar Bay, MI	(906) 482-1520
USCGC Sundew (WLB 404)	Duluth, MN	(218) 720-5461
Air Station Traverse City	Traverse City, MI	(231) 922-8210 (SAR Only) (231) 922-8300 (Non-SAR)

Other SAR resources along the coastline of Lake Superior may be available (particularly from the Sheriff's Department) in each county. Contact the following for assistance if required:

County	Director/Coordinator	Phone No.#

Cook County EMA	Ms. Nancy Koss	(218) 387-3059
Lake County EMA	Mr. Wayne Sletten	(218) 834-8345
St. Louis County EMA	Mr. Gerald Wotczak	(218) 726-2340
Douglas County EMA	Mr. Keith Kessler	(715) 372-4879
Bayfield County EMA	Ms. Jan Victorson	(715) 373-6113
Ashland County EMA	Mr. James Hnath	(715) 685-7647
Iron County EMA	Mr. Gary Gotta	(715) 561-3268
Ontonagan County EMA	Mr. Tom Inmonen	(906) 884-4255
Gogebic County EMA	Mr. Richard Bolen	(906) 663-4687
Houghton County EMA	Mr. Jack Dueweke	(906) 337-2041
Keweenaw County EMA	Mr. Lyle Anderson	(906) 337-4804
Baraga County EMA	Mr. Duane Smith	(906) 524-7240
Marquette County ESD	Mr. Mike Zorza	(906) 346-4045

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH) which is included on the CD that accompanies this ACP.

3320 SALVAGE GROUP

The Salvage Group is responsible for coordinating salvage operations with vessel owners to open and maintain shipping channels. Experts from the following organizations can provide assistance as needed for salvage operations.

Organization	Normal Hours	Emergency (24 Hrs)
Marine Safety Center (USCG) Salvage Engineering Response Team (SERT) SERT Team Leader SERT Duty Watchstander Website: www.uscg.mil/hq/msc/sertinfo.com	(202) 366-6480 Duty Pager (866) 263-4918 Duty Pager (866) 263-4919	(800) 424-8802
Navy Supervisor of Salvage (SUPSALV)	(703) 602-7527	(703) 607-2578
Atlantic Strike Team	(609) 724-0008 (609) 724-0232 (Fax)	(609) 724-0008

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH) which is included on the CD that accompanies this ACP.

The following information is provided from Chapter 8 of Volume 1 of the U.S. Navy Salvage Manual.

- Upon stranding, the vessel's master/RP should take the following steps:
    - Have ship's personnel report to emergency stations

- Secure watertight closures
- Notify the Coast Guard
- Note course and speed at time of stranding
- Obtain and provide an accurate cargo stowage plan

- Evaluate the following:
  - Safety of personnel
  - Weather and sea conditions
  - Forecast for change in weather and sea conditions
  - Nature of the seafloor and shoreline
  - Depth of water around ship
  - Ground reaction
  - Damage to hull
  - Damage to shafting, screws, and rudder
  - Risk of further damage
  - Prospect of maintaining communications
  - Likely draft/trim
  - Potential for discharge of pollutants
  - Position of vital and cargo systems' valves
  - The liquid level of all tankage (i.e. fuel, ballast, cargo, etc.)

- Take action to stabilize the ship
- Request salvage assistance immediately. If the damage assessment shows the ship will not broach, sink, or capsize, the master can attempt to back the vessel clear only with approval from the Captain of the Port (COTP).

<u>The vessel's master should NOT</u>:

- Jettison weight (lighter) in an attempt to lighten the ship prior to an attempt to back the vessel off.
- Attempt to back the vessel off when the bottom is torn open.
- Fail to take action to stabilize the ship and to determine its condition.

<u>The Unified Command should:</u>

- Identify salvage resources available and time required for the following resources to arrive on scene:
  - Salvage Manager
  - Classification Society
  - USCG Marine Safety Center
  - USCG Atlantic Strike Team Representative
  - Salvage vessel(s)
  - Tugs
  - Beach gear
  - Barges with ground tackle
  - Lifting vessels
  - Pumps and hoses

- Hull patching equipment, cement
- Initiate salvage response. Over-estimate resources needed
- Inform vessel's master of all actions taken
- Obtain services of naval architect
- Conduct analysis of ship's longitudinal strength and damaged stability

3330 FIRE SUPPRESSION GROUP (See also Section 8000 of this ACP)

The Fire Suppression Group is responsible for coordinating and directing all fire fighting activities relating to the incident. This activity will be conducted by the local fire department with jurisdiction over the location of the ship or facility.

- Initially, the local Fire Chief assumes the IC role.
- Prioritize responses to fires related to the incident.
- Direct and coordinate firefighting resources and those brought in from other jurisdictions.
- Manage dedicated firefighting resources.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH) which is included on the CD that accompanies this ACP.

3340 HAZARDOUS MATERIALS GROUP

The Hazardous Materials Group is responsible for coordinating and directing all hazardous materials activities related to the incident. This activity will be conducted by the local fire department with jurisdiction over the location of the incident.

- Usually the local Fire Chief assigns a key member to coordinate these activities, otherwise Duluth Fire Department or Superior Fire Department HAZMAT Team will respond within their jurisdiction.
- EPA can provide HAZMAT assistance.
- Direct and coordinate HAZMAT responses.
- Prioritize HAZMAT responses related to the incident.
- Manage dedicated HAZMAT resources.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH) which is included on the CD that accompanies this ACP.

3340.1 INITIAL EMERGENCY RESPONSE PROCEDURES (To be developed further, but current guidelines are part of the Emergency Notification sheet at the from of the ACP)

3340.2 EVACUATION PROCEDURES

The decision to evacuate an area due to safety of the public will normally be decided by the County Emergency Management Coordinator, the Fire Chief or the County Sheriff. See the specific county Emergency Operation Plans (EOPs) or contact the following:

County	Director/Coordinator	Phone No.#
Cook County EMA	Ms. Nancy Koss	(218) 387-3059
Lake County EMA	Mr. Wayne Sletten	(218) 834-8345
St. Louis County EMA	Mr. Gerald Wotczak	(218) 726-2340
Douglas County EMA	Mr. Keith Kessler	(715) 372-4879
Bayfield County EMA	Ms. Jan Victorson	(715) 373-6113
Ashland County EMA	Mr. James Hnath	(715) 685-7647
Iron County EMA	Mr. Gary Gotta	(715) 561-3268
Ontonagan County EMA	Mr. Tom Inmonen	(906) 884-4255
Gogebic County EMA	Mr. Richard Bolen	(906) 663-4687
Houghton County EMA	Mr. Jack Dueweke	(906) 337-2041
Keweenaw County EMA	Mr. Lyle Anderson	(906) 337-4804
Baraga County EMA	Mr. Duane Smith	(906) 524-7240
Marquette County ESD	Mr. Mike Zorza	(906) 346-4045

3340.3 HAZMAT POC'S

Duluth FD HAZMAT Team	Duluth, MN	(218) 723-3799
Superior FD HAZMAT Team	Superior, WI	(715) 394-0227
EPA HAZMAT Team	Chicago, IL	(312) 886-7193

3340.4 TYPES OF EQUIPMENT REQUIRED (to be developed)

3350 EMERGENCY MEDICAL SERVICES GROUP

The Emergency Medical Services Group is responsible for coordinating and directing all emergency medical services related to the incident. The local fire department with jurisdiction over the location of the incident will be relied on for this activity.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH) which is included on the CD that accompanies this ACP.

Fire Department Listing

State	City/Town	County	Fire Dept. Phone No.
Minnesota	Baudette	Lake of the Woods	(218) 634-1143
	Cloquet	Carlton	(218) 879-6514
	Duluth	St. Louis	(218) 723-3219
	Grand Marais	Cook	(218) 387-9092
	Grand Portage	Cook	(218) 475-2401
	Grand Rapids	Itasca	(218) 326-3477
	Hovland	Cook	(218) 475-2352
	International Falls	Koochiching	(218) 283-2929
	Knife River	Lake	(218) 824-8385
	Lutsen	Cook	(218) 663-7445
	Moorhead	Clay	(218) 299-5432
	Schroeder	Cook	(218) 663-7559

	Silver Bay	Lake	(218) 226-4423
	Two Harbors	Lake	(218) 22834-8385
	Virginia	St. Louis	(218) 741-1489
Wisconsin	Ashland	Ashland	(715) 682-7052
	Bayfield	Bayfield	(715) 373-6120
	Brule	Douglas	(715) 372-4886
	Cornucopia*	Bayfield	(715) 373-6120
	Herbster*	Bayfield	(715) 373-6120
	Hurley	Iron	(715) 561-4835
	Iron River*	Bayfield	(715) 373-4211
	Odanah*	Ashland	(715) 682-7155
	Port Wing*	Bayfield	(715) 373-6120
	Red Cliff*	Bayfield	(715) 373-6120
	Superior	Douglas	(715) 394-0227
	Washburn	Bayfield	(715) 373-6162
	Note: Those towns or cities marked with an asterisk above are supported by Bayfield County Shore Rescue at (715) 774-3800		
Michigan	Baraga	Baraga	(906) 353-6260
	Bessemer	Gogebic	(906) 667-0203
	Big Bay	Marquette	(906) 345-9345
	Calumet	Keweenaw	(906) 337-2211
	Chassell	Houghton	(906) 482-0331
	Copper Harbor	Keweenaw	(906) 337-2211
	Eagle River	Keweenaw	(906) 337-2211
	Hancock	Houghton	(906) 482-1234
State	**City/Town**	**County**	**Fire Dept. Phone No.**
	Houghton	Houghton	(906) 482-1111
	Ironwood	Gogebic	(906) 482-1234
	L'Anse	Baraga	(906) 524-7355
	Ontonagon	Ontonagon	(906) 884-2500
	Skanee	Baraga	(906) 524-6177
	Wakefield	Gogebic	(906) 667-0313

Hospital/Ambulance Listing

Hospital Name	Location	Phone Number
Miller Dawn Medical Center	Duluth, MN	(218) 727-8762
St. Lukes Hospital	Duluth, MN	(218) 726-5555
St. Mary's Trauma Center	Duluth, MN	(218) 726-4357
Lakewood Health Center	Baudette, MN	(218) 634-2120
Roseau Area Hospital	Roseau, MN	(218) 463-2500
St. Mary's Hospital - Superior	Superior, WI	(715) 392-8281

Memorial Medical Center	Ashland, WI	(715) 682-4563
Portage View Hospital	Hancock, MI	(906) 487-8000
Keweenaw Memorial Hospital	Laurium, MI	(906) 337-3100
Baraga County Memorial	Baraga, MI	(906) 524-6166
Ontonogan Memorial Hospital	Ontonogan, MI	(906) 884-4134
Grandview Hospital	Ironwood, MI	(906) 932-2525

Ambulance Service	Location	Phone Number
Gold Cross Ambulance	Duluth, MN	(218) 722-0807
Roseau Ambulance	Roseau, MN	(218) 463-1421
Marengo Ambulance	Ashland, WI	(715) 682-7050
Mason Ambulance	Ashland, WI	(715) 373-6120
Air Ambulance International	Ashland, WI	(800) 227-5666
Mercy Ambulance	Hancock, MI	(906) 482-0911
	Laurium, MI	(906) 337-1473
Bay Ambulance	Baraga, MI	(906) 353-6789
Ambulance Service	Ontonogan, MI	(906) 884-2400
Beacon Ambulance	Ironwood, MI	(906) 932-4444

3360 LAW ENFORCEMENT GROUP

The Law Enforcement Group is responsible for coordinating and directing all law enforcement activities related to the incident. This may include, but is not limited to isolating the incident, crowd control, traffic control, evacuations, and perimeter security. The local police department with jurisdiction over the location of the incident will be responsible for this activity.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH) which is included on the CD that accompanies this ACP.

Law Enforcement Agencies

State	City/Town	County	Police Phone No.	Sheriff's Phone No.
Minnesota	Baudette	Lake of the Woods	(218) 634-1143	(218) 634-1143
	Beaver Bay	Lake	None	(218) 834-8385
	Cloquet	Carlton	(218) 879-1247	(218) 384-3236
	Duluth	St. Louis	(218) 723-3434	(218) 726-2340
	Grand Marais	Cook	(218) 387-1120	(218) 387-3030
	Grand Portage	Cook	None	(218) 387-3030
	Grand Rapids	Itasca	(218) 326-3477	(218) 326-3477
	Hovland	Cook	None	(218) 387-3030
	International Falls	Koochiching	(218) 283-4416	(218) 283-4416
	Knife River	Lake	None	(218) 834-8385
	Lutsen	Cook	None	(218) 387-3030
	Moorhead	Clay	(218) 299-5111	(218) 299-5151
	Schroeder	Cook	None	(218) 387-3030
	Silver Bay	Lake	(218) 226-4486	(218) 834-8385

	Two Harbors	Lake	(218) 834-5566	(218) 834-8385
	Virginia	St. Louis	(218) 751-2191	(218) 749-7134
Wisconsin	Ashland	Ashland	(715) 682-7062	(715) 682-7023
	Bayfield	Bayfield	(715) 779-5097	(715) 373-6120
	Brule	Douglas	(715) 372-4191	(715) 394-4432
	Cornucopia	Bayfield	None	(715) 373-6120
	Herbster	Bayfield	None	(715) 373-6120
	Hurley	Iron	(715) 561-2345	(715) 561-3800
	Iron River	Bayfield	None	(715) 373-6120
	Odanah	Ashland	(715) 682-7023	(715) 682-7023
	Port Wing	Bayfield	None	(715) 373-6120
	Red Cliff	Bayfield	(715) 779-3733	(715) 373-6120
	Superior	Douglas	(715) 394-0234	(715) 395-1375
	Washburn	Bayfield	(715) 373-6164	(715) 373-6120
Michigan	Baraga	Baraga	(906) 353-7181	(906) 524-6177
	Bessemer	Gogebic	None	(906) 667-0203
	Big Bay	Marquette	(906) 225-8435	(906) 225-8435
	Calumet	Keweenaw	(906) 337-2345	(906) 482-4411
	Chassell	Houghton	None	(906) 482-4411
	Copper Harbor	Keweenaw	None	(906) 337-0528
	Eagle Harbor	Keweenaw	None	(906) 337-0528
	Hancock	Houghton	(906) 482-3100	(906) 482-4411
	Houghton	Houghton	(906) 482-2121	(906) 482-4411
	Ironwood	Gogebic	(906) 932-1234	(906) 667-0203
	L'Anse	Baraga	(906) 524-6050	(906) 524-6178
	Ontonagon	Ontonagon	(906) 884-4901	(906) 884-4901
	Skanee	Baraga	(906) 524-6177	(906) 524-6177
	Wakefield	Gogebic	(906) 667-0203	(906) 667-0203

State Police Locations

Minnesota State Police	Duluth, MN Virginia, MN	(218) 723-4888 (218) 749-9626
Wisconsin State Police	Wentworth, WI	(715) 635-2141 (715) 635-7725 (Emergencies)
Michigan State Police	Wakefield, MI	(906) 224-9691
	L'Anse, MI	(906) 524-6161
	Calumet, MI	(906) 337-2211

3400 AIR OPERATIONS

The Air Operations Director, who is ground based, is primarily responsible for preparing the air operations portion of the Incident Action Plan (IAP). After the IAP is approved, air ops is responsible for implementing its strategic aspects as opposed to those that pertain to tactical operations like specific target selection as well as providing logistical support to helicopters.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH) which is included on the CD that accompanies this ACP.

Airports/Heliports

Name	Type	Address	Phone Number	Longest Runway	Surface	Fuel Available
Aviation Solutions	Aircraft Charter	Sky Harbor Airport Duluth, MN 55802	(218) 722-6410	N/A	N/A	N/A
Duluth International	International	4701 Airport Drive Duluth, MN 55811	(218) 727-2968	10,152 feet	Concrete	Jet A 100 Low Lead
Grand Marais County Airport	Municipal	Grand Marais, MN	(218)	4200 feet	Blacktop	Jet A
International Falls International	International	3214 2 Ave. East International Falls, MN 56649	(218) 283-4461	6500 feet	Blacktop	Jet A 100 Low Lead
North County Aviation	Aircraft Charter	Hangar 1, Duluth International Airport Duluth, MN 55811	(218) 727-2911	N/A	N/A	N/A
Sky Harbor	Municipal	5000 Minnesota Ave. Duluth, MN 55802	(218) 722-6410	3051 feet	Blacktop	100 Low Lead
Bay Air, Inc. Flying Service	Aircraft Charter	Rt. 1, Box 1445 Eagle River, WI	(715) 779-5336	N/A	N/A	N/a
JFK Memorial Airport	Municipal	Sanborn Ave. Ashland, WI 54806	(715) 682-7070	5198 feet	Blacktop	100 Low Lead
R.I. Bong Memorial Airport	Municipal	4804 Hammond Ave. Superior, WI 54880	(715) 394-3911	4000 feet	Blacktop	Jet A, 100 Low Lead
Trans North Aviation, Ltd.	Aircraft Charter	P.O. Box 1445 Eagle River, WI	(715) 479-6777 (800) 451-6442	N/A	N/A	N/a
Twin Ports Flying Service	Aircraft Charter	4804 Hammond Ave. Superior, WI 54880	(715) 394-6444	N/A	N/A	N/A
Gogebic County Airport	Municipal	E. 5560 Airport Road Ironwood, MI 49938	(906) 932-3121	6501 feet	Blacktop	Jet A, 100 Low Lead
Houghton County Memorial Airport	Municipal	Rt. 1, Box 94 Calumet, MI 49913	(906) 482-3970	6501 feet	Blacktop	Jet A
Isle Royale Seaplane Service	Aircraft Charter	87 Ripley St. Houghton, MI 49931	(906) 482-8850	N/A	N/A	N/A
Superior Aviation	Aircraft Charter	Iron Mountain, MI	(800) 321-1271	N/A	N/A	N/A

Other possible resources are listed below:

Coast Guard	Light Aircraft	Mr. John Whelen	6924 West Van Road

Auxiliary Assets			Duluth, MN 55803 (218) 721-4554 E-mail: jrjrw@cp.duluth.mn.us

3410 AIR TACTICAL

The Air Tactical Group Supervisor is primarily responsible for coordination and scheduling of aircraft operations intended to locate, observe, track, surveil, support dispersant applications, or other deliverable response application techniques, or report on the incident situation when fixed and/or rotary-wing aircraft are airborne at an incident.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH) which is included on the CD that accompanies this ACP.

3420 AIR SUPPORT

The Air Support Group Supervisor is primarily responsible for supporting and managing helibase and helispot operations, and maintaining liaison with fixed-wing air bases. This includes providing:

- fuel and other supplies;
- maintenance and repair of helicopters;
- keeping records of helicopter activity; and
- providing enforcement of safety regulations

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH) which is included on the CD that accompanies this ACP.

3500 STAGING AREAS

The staging area is controlled by the Operations Section and has a Staging Area Manager assigned. This manager is responsible for managing all activities within the designated staging areas.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH) which is included on the CD that accompanies this ACP.

3510 PRE-IDENTIFIED STAGING AREAS

The following locations are identified as staging areas for spill incidents near them:

Station Grand Marais	Grand Marais, MN	(218) 387-2574
Station Duluth	Duluth, MN	(218) 720-5412
Station Bayfield	Bayfield, WI	(715) 779-5100

Station Portage	Dollar Bay, MI	(906) 482-1520
Park Point Launch	Park Point, MN	No phone!
Loons Foot Landing	Superior, WI	No phone!
Power Squadron Dock	Superior, WI	TBD
Port Authority (Rice's Point)	Duluth, MN	No Phone!
Connor's Point	Superior, WI	No Phone!
Flood Bay (Highway 61)	Duluth, MN	No Phone!
Agate Bay	Two Harbors, MN	No Phone!

3511 SECURITY

Security for the staging areas will be coordinated between the Coast Guard and the local law enforcement in the area.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH) which is included on the CD that accompanies this ACP.

3600 WILDLIFE BRANCH

The Wildlife Recovery Branch is responsible for minimizing wildlife losses during spill responses. This branch is composed of two working groups: Wildlife Recovery Group and the Wildlife Rehabilitation Center. Each is described below.

- Wildlife Recovery Group Supervisor is responsible for coordinating the search, collection, and field tagging of dead and live impacted wildlife and transporting them to processing center(s).

- Wildlife Rehabilitation Center Manager is responsible for receiving oiled wildlife at the processing center, recording essential information, collection necessary samples, and conducting triage, stabilization, treatment, transport, and rehabilitation of oiled wildlife.

Specific permits are required by wildlife handlers and are discussed in Section 4810. Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Oil Spill Field Operations Guide (FOG) which accompanies this ACP on a CD.

The Responsible Party (RP) should be proactive in this effort and may want to contact any of the following organizations:

Organization	Location	Phone No. #
Tri-State Bird Rescue Website: www.tristatebird.org	110 Posssum Hollow Rd. Wilmington, DE 19711	(302) 737-7241 (302) 737-9562 (Fax) (800) 710-0696 (24 Hrs) (Pager)
Avian Rehabilitation Unit Wildlife Rehabilitation Center, UMD	Dr. Patrick Redig Minneapolis, MN	(612) 624-4969
National Audubon Society	26 E. Exchange St., Suite 207 St. Paul, MN 55101	(651) 290-1695

International Bird Research Research Center (IBRRC)	Berkeley, CA	(510) 841-9086
Alaska Wildlife Response Center	6132 Nielson Way Anchorage, AK 99518	(907) 562-1326 (907) 230-2492 (Fax) (707) 249-4871 (Mobile) (Outside of AK)
Michigan Technological University Forestry & Biology Dept.	Houghton, MI	(906)

The contamination of wildlife by oil has a high public impact, which must be recognized by the FOSC and members of the RRT. Public interest, inquiries, criticism, and demands for the cleaning of affected wildlife can seriously hamper the FOSC's ability to proceed with mitigation of the spill. Early inspection of impacted or potentially impacted areas known to be wildlife habitat should be made by the FOSC, and at the first sign of wildlife involvement, the FOSC should contact the DOI representative on the RRT Region V to request organization and supervision of the wildlife protection efforts. Funding will be required either from the responsible party or the pollution fund for these efforts. The following brief synopsis outlines the three elements of a wildlife conservation program:

- Protection: Hazing devices and removal of dead impacted wildlife may be helpful in keeping other wildlife from impacted areas. Baiting clean areas is another method of protecting unoiled wildlife.

- Collection: Only trained collectors should be allowed to participate, due to safety considerations such as (1) the potential for contact with pollutants; (2) physical hazards involved in the handling of wildlife; and (3) the potential for additional stress placed on the wildlife involved. Federal and State permits are required for collection of most wildlife.

- Rehabilitation: This medical procedure should be done by trained and permitted supervision. In addition to trained and permitted rehabilitators, considerable additional resources – including trained volunteers, supplies, and facilities – are critical to a timely and effective rehabilitation effort.

The Wildlife Branch must coordinate it's efforts with the NRDA Unit via the Liaison Officer and the Resources At Risk Specialists within the Environmental Unit of Planning. Federal Trustees from the U.S. Fish and Wildlife Service and State Trustees from the Department of Natural Resources, as well as Tribal Trustees will have personnel in these cells, in addition to members from any of the organizations mentioned above. This coordination must start up early if these cells are activated.

More detailed information on this topic can be found in EPA Region V RCP/ACP, Appendix 9, Fish and Wildlife and Sensitive Environments Annex that accompanies this ACP on a CD as a supporting document.

Primary Trustees:

Department of Interior (DOI) U.S. Fish & Wildlife Service	Mr. Mike Chezik Mr. Dave Warburton	(215) 597-5378 (612) 725-3548 x203 E-mail: Dave_warburton @fws.gov
Minnesota Department of Natural Resources	Ms. Marilyn Danks	(651) 296-0777
Wisconsin Department of Natural Resources	Mr. Norm Dunbar	(715) 365-8963
Michigan Department of Natural Resources & Attorney General	TBD	(906) 228-6568

Tribal Trustees:

Tribal Trustees	Point of Contact	Phone Number(s)
Grand Portage Band of Chippewa P.O. Box 428 Grand Portage, MN 55605	Norman Deschampe, Chairman	(218)
Grand Portage Band of Chippewa P.O. Box 428 Grand Portage, MN 55605	Kristine Carre, Environmental Specialist	(218)
Fond du Lac Band of Chippewa 105 University Road Cloquet, MN 55720	Robert Peacock Chairman	(218)
Fond du Lac Band of Chippewa 105 University Road Cloquet, MN 55720	Joel Peterson Environmental Specialist	(218)
Bad River Band of Chippewa P.O. Box 39 Odanah, WI 54861	John Wilmer Chairman	(715)
Bad River Band of Chippewa P.O. Box 39 Odanah, WI 54861	Gerald White Environmental Specialist	(715)
Red Cliff Band of Chippewa P.O. Box 529 Bayfield, WI 54814	Rose Gurnoe Chairman	(715)
Red Cliff Band of Chippewa P.O. Box 529 Bayfield, WI 54814	Judy Pratt-Shelley Environmental Specialist	(715)
Keweenaw Bay Tribal Council 795 Michigan Avenue Baraga, MI 49908	Fred Dakota Chairman	(906)
Keweenaw Bay Indian Community 795 Michigan Avenue Baraga, MI 49908	William Beaver Environmental Specialist	(906)

3610 ILITY REQUIREMENTS AND EQUIPMENT NEEDS

Facility needs usually focus on the majority of species affected by a petroleum discharge, which historically are avian. Facility requirements can vary depending on the following factors:

- Anticipated number of animals
- Types and number of species
- Age of wildlife contaminated
- Type of contaminant
- Season/Weather
- Location of the spill
- Facility availability

The most appropriate facility, will vary according to the specific needs of the spill situation, and should be selected by a Qualified Wildlife Responder (QWR), experienced in oil spill response work at the time of a spill.

Facility Needs and Set-up.

Because facility requirements can vary so significantly, a permanent facility is not always advisable, and may actually be an impediment in providing the appropriate facility design for the situation. A suitable facility must have a large open space on the ground floor that can easily be configured and reconfigured to accommodate the changing needs of this unique form of wildlife rehabilitation. All rehabilitation efforts should be accommodated in connected or adjacent buildings whenever possible. Experience has taught that a tent or other outdoor situation is often inefficient and unsuitable. A warehouse, armory, motor pool or convention hall that is accessible to a trained labor force, is within reasonable distance from hotel accommodations, and has adequate parking and exterior grounds could be a suitable facility.

If a wildlife rehabilitation center is situated in a secure site, e.g., military installations or refinery, procedures for allowing entry for a fluctuating volunteer work force must be developed. If the facility is located more than 30-45 minute drive from the spill site, on-scene stabilization must be administered prior to transport. An oil spill stabilization site can be located at the time of a spill. The recommended criteria for selecting a facility are listed in this section.

It is recommended that a list be assembled of potential real estate within the identified high risk areas, and the sites be physically reviewed by a representative of the wildlife response group with major spill response experience. Once the actual facilities have been identified, all costs, availability, and contract information should be reviewed every six months.

Site Safety

Immediately following the retrofitting of a facility, a site safety plan must be initiated, preferably as a part of the contingency plan and/or as part of the site selection process. The safety plan must include checklists for measures to avoid physical, chemical and biological hazards, and should contain emergency procedures and contact numbers.

Facility Specifications

This list represents minimum facility needs for rehabilitating 100-150 oiled animals.

Space requirements:

- Front desk / admissions — 250 sq. ft.
- Logistics office — 200 sq. ft.

Facility specifications, cont'd:

▪ Wildlife Cleaning Area	750 sq. ft.
▪ Medical Treatment / Exam	200 sq. ft.
▪ Pathology / Lab / Cold Storage	100 sq. ft.
▪ Isolation Ward	200 sq. ft.
▪ Volunteer / Worker Rest Room	150 sq. ft.
▪ Bathrooms, Decon, Changing	200 sq. ft.
▪ Outside Pool Areas @ one 10' x 15' x 2' pool Per 15 birds, plus access and maintenance space	3,300 sq. ft.
▪ Non-hazardous and hazardous (medical and oil) waste	
Indoor	50 sq. ft.
Outside	400 sq. ft.
▪ Outside area for oily waste water	300 sq. ft.
▪ Loading dock / Parking for 50 (opposite side of building from outside cages)	5,000 sq. ft.
Total interior sq. ft.	**3,800 sq. ft.**
Total exterior sq. ft.	**9,000 sq. ft.**
Total sq. ft.	**12,800 sq. ft.**

Note: If an existing wildlife rehabilitation center were to be used, it would require the above space **in addition** to the space allocated for any existing caseload. Animals impacted by an oil spill must be cared for separately from the non-oiled, in-house population.

Hot and Cold Water Capacity

When selecting a wildlife response facility, it is important that the water supply will not be contaminated by the oil spill. Therefore, for preplanning purposes, potential facility locations should be selected in areas of low spill probability. Due to the nature of wildlife rehabilitation, large amounts of water are used in many locations throughout the facility. It is advisable that the facility should have floors that can tolerate being wet, with drains in at least the areas designated for cleaning activities. Ideally, there should be external access to cold water supplies (e.g., hose faucets on exterior of building) for filling outdoor pools. Requirements for the amount of water are listed below:

- Cold Water Volume (pools and general use) 23,360 gallons per day
- Hot Water Volume (animal cleaning only) 450 gph @104 degrees F.

	6,750 gallons per day @ 15 hrs.
▪ Water Pressure (animal cleaning only)	50-60 psi.
▪ Water Hardness (animal cleaning only)	0.042 – 0.060 ppm

Because of the large volume of water needed for a response, disposal of the water is an important consideration in picking a facility for the wildlife response. All oily wastewater must be collected and disposed of in accordance with federal and municipal regulations. Most municipal systems can handle the large quantities of rinse water, pool, and general use water generated during a spill response. However, it is advisable to select a location that relies on a septic system to handle waste, since this large volume of water will likely exceed the designed capacity of most septic systems.

A potential facility suitable in terms of size, availability and location should not be discarded due to hot water and hardness capacities. Provided there is an adequate cold water supply, mobile hot water and treatment systems can be retrofitted into existing equipment without much difficulty.

Electric & Lighting

The electric needs of a wildlife response facility are very similar to conventional factory operations in regards to the need for general and task lighting, with separately circuited outlets throughout the space capable of providing 20 amp protection. Because of potential risk of electric shock in wet areas, the addition of a ground fault interrupter (GFI) circuit breaker in those areas is desirable.

In addition to lighting and heat, and ventilation and air conditioning (HVAC) systems, electric power will be used for hot water heaters, freezers, refrigerators, heat lamps, pet dryers, office and medical equipment, pool pumps and filters, power tools, etc.

- 200 amp 120/240 volt 3 –wire single phase service with minimum of ten (10) 20 amp circuits in addition to the lighting and HVAC needs, with the ability to expand.

HVAC Systems

The three main concerns regarding air quality are:

1) Eliminating thermal stress to debilitated animals by providing a stable, draft free inside air temperatures between 70-80 degrees F.
2) Minimizing human and animal exposure to petroleum volatiles.
3) Minimizing human and animal exposure to pathogenic organisms (bacterial and fungal)

- Air within a wildlife response facility should be exchanged 6 times per hour within office space, 10 times per hour within large open areas involving animal care, and 20 times per hour within critical care and surgical areas and still maintain ambient temperatures.

- Typical HVAC systems used in industrial space are often forced air or closed re-circulating systems that by themselves will not meet the above requirements. These systems will need to be augmented with portable filtration High-Efficiency Particulate Air (HEPA) filters and air exchange units. The design of the systems should be determined by the QWR once the facility has been selected and the particulars of the animal caseload are known.

- Air quality in systems that employ return air filters can be enhanced through the replacement of the existing filters with an electrostatic type. This will not, however, preclude the need for HEPA-type filtration and regular air exchanges as outlined above.

Communications

Minimum of three (3) telephone lines (public, private, fax/modem) with the ability to add as needed.

3700 Reserved

3800 Reserved

3900 Reserved for Area/District

Table of Contents

4000 Planning

Refer to the Field Operations Guide (FOG) for the Incident Command System prepared by USCG, Office of Response (G-MOR-3) for specific information on all duties and positions. Refer to Appendix 9704 Field Operations Guide for the FOG and 9705 ICS Forms Database for ICS forms. This section will only provide a brief overview and information specific to the COTP Milwaukee zone.

4100 Planning Section

The Planning Section is responsible for the collection, evaluation, and dissemination of tactical information related to the incident, and for the preparation and documentation of Action Plans. The section also maintains information on the current and forecasted situation, and on the status of resources assigned to the incident. Includes the Situation, Resource, Documentation, Environmental and Demobilization Units, as well as Technical Specialists. The Planning Section Units are shown in Figure 4-1. Refer to Appendices 9100 Emergency Notification, 9200 Personnel and Services Directory, 9300 Draft IAP, 9400 Area Planning Documentation and 9700 List of Response Resources for information necessary to develop the Incident Action Plan.

4110 Planning Section Chief

Responsible for the collection, evaluation, dissemination and use of information about the development of the incident and status of resources. Information is needed to understand the current situation, predict probable course of incident events and prepare alternative strategies of the incident.

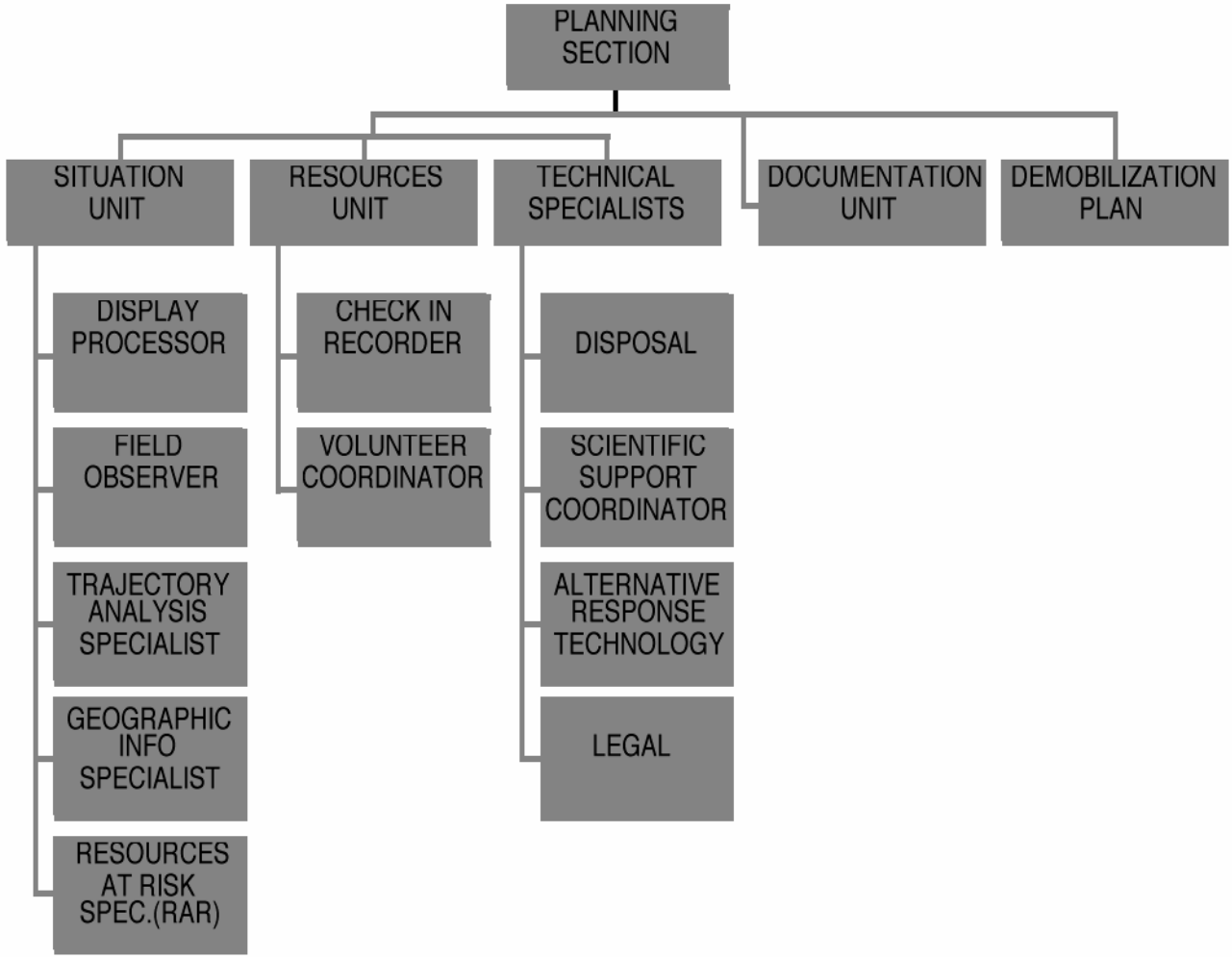


Figure 4-1 - Planning Section Diagram

4200 Situation

Responsible for the collection and evaluation of information about current and possible future status of oil spill and spill response operations. This responsibility includes the compilation of information regarding the type and amount of oil spilled, the amount of oil recovered, the oil's current location and anticipated trajectory, and the impacts on natural resources. Refer to Appendices 9701 Geographic Response Plans, and Section 4000 of this plan

4210 Display Processor

Responsible for the display of incident status information obtained from Field Observers, resource status reports, aerial and ortho photographs and infrared data. Refer to Appendices 9701 Geographic Response Plans, and Section 4000 for information necessary for this Unit.

4220 Field Observer

Responsible to collect situation information from personal observations at the incident.

4230 Trajectory Analysis

Responsible for providing projections and estimates of the movement and behavior of the spill. The specialist will combine visual observations, remote-sensing information, and computer modeling as well as observed and predicted tidal, current and weather data to form this analysis.

4240 Geographic Information System (GIS)

Responsible for gathering and compiling updated spill information and providing various map products to the incident. Refer to Section 4000 of this plan for more information.

4250 Resources at Risk (RAR)

Responsible for the identification of resources thought to be at risk from exposure to spilled oil through the analysis of known and anticipated oil movement and the location of natural, cultural and economic resources. Refer to Section 4000 for information necessary for this Unit.

4300 Resources

Responsible for maintaining the status of all resources (primary and support) at an incident. This is achieved through the development and maintenance of a master list of all resources. Refer to Appendix 9200 Personnel and Services Directory for information on resources.

4310 Check-In Recorder

Responsible for ensuring all assigned resources are accounted for at an incident.

4320 Volunteer Coordinator

Responsible for managing and overseeing all aspects of volunteer participation include recruitment, induction and deployment.

4400 Documentation

Responsible for the maintenance of accurate, up-to-date incident files. This unit shall ensure each section is maintaining and providing appropriate documents.

4500 Demobilization

Responsible for developing the Incident Demobilization Plan, and assisting sections and units in ensuring that an orderly, safe and cost effective demobilization of personnel and equipment is accomplished from the incident. Refer to 9200 Personnel and Services Directory and 9320 Demobilization for information and a plan template.

4600 Environmental

4600 Geographical Areas. Overview of Environmental Sensitivity Index

An in depth Environmental Sensitivity Index (ESI) for Western Lake Michigan (WLM) is maintained by the U.S. EPA, with both hard bound and electronic copies kept at Coast Guard Marine Safety Office Milwaukee and Coast Guard Marine Safety Detachment Sturgeon Bay. The ESI is used during an oil or chemical incident to provide the OSC with the specific sensitive area information needed to orchestrate a response. The ESI lists sensitive shoreline habitat rankings, sensitive biological resources, and human-use features, such as marinas, boat launches and water intakes.

The Environmental Sensitivity Index is color coded to show shoreline habitat ranking, sensitive biological resources and human-use features. Consequently, it would not be economical to reproduce the pages of this chart for use by all of our internal or external customers. The color coded charts are held by COTP Milwaukee, Marine Safety Detachment Sturgeon Bay and the Ninth Coast Guard District Scientific Support Coordinator (SSC). During an incident, the Sensitive Areas Index will be used by the responders from Marine Safety Office Milwaukee or Marine Safety Detachment Sturgeon Bay, and made available to other responders as needed.

Each area corresponds to a color-coded chart in the ESI delineating booming strategies for shoreline habitats according to their ranking, sensitive biological resources and human-use features. For more details, refer to the Sensitive Area Charts and electronic (CD) version held by the COTP Milwaukee, or visit the EPA web site at:

http://www.umesc.usgs.gov/epa_atlas/overview.html

4610 Index of Areas

As stated earlier, each geographical area indicated below corresponds to a color coded chart in the ESI delineating booming strategies for shoreline habitats according to their ranking, sensitive biological resources and human use features.

4610.1 WLM-1: Northwest Marinette County (inland)

To be developed.

4610.2 WLM-2: North Central Marinette County (inland)

To be developed.

4610.3 WLM-3: Marinette County, Menominee River (inland)

Seagull Bar- Potential Nesting Ground for Pipeing Plover from early May through early June.

4610.4 WLM-4: Forest County (inland)

To be developed.

4610.5 WLM-5: West Marinette County (inland)

To be developed.

4610.6 WLM-6: Central Marinette County (inland)

To be developed.

4610.7 WLM-7: Central Marinette County, Menominee River (inland)

To be developed.

4610.8 Western Menominee County, MI (inland)

To be developed.

4610.9 North Washington Island and Rock Island, Door County

Jackson Harbor - Number 1 priority boom site. 1000' boom across bay entrance. Possible collection site between Rock Island and Washington Island.

Rock Island - 200' boom at boathouse directly across from Jackson Harbor. Call FWS about possible seasonal peregrine falcons before over flights.

Washington Harbor - 2000' pompom boom on the beach at the far south end of the harbor.

4610.10 Northwest Oconto County, Wolf River (inland)

To be developed.

4610.11 WLM-11: North Oconto County (inland)

To be developed.

4610.12 WLM-12: Western Marinette County (inland)

To be developed.

4610.13 WLM-13: Central Marinette County (inland)

To be developed.

4610.14 WLM-14: Southwest Menominee County, MI (inland)

To be developed.

4610.15 WLM-15: Menominee County, MI and Green Bay, including Chambers Island, WI

1. Pirate Island - Does not really exist, although on map.

2. Jack Island - Major rookery, nests close to shore. Sensitive April through August. Most significant of these islands.

3. Little Strawberry Island - Insignificant bird activity.

4. Adventure Island - 15 houses, small harbor.

For the above islands, over flights are required to check on the current, which is quite variable, so as determine length of boom and deflection angle to deflect from islands.

5. Chambers Island - Catholic retreat. Check on current. Possible collection site.

4610.151 Birch Creek, MI

1. Poplar Point Park not on map

2. Place pompom boom on county beaches based on spill-specific trajectory.

3. Three unnamed creeks - Close off at road culvert with 3 segments of 50' boom.

4610.152 Arthur Bay, MI

All creeks on this map should be blocked off at the culvert with no more that 50' of boom each (total. 250' boom).

4610.153 Cedar River, MI.

1. J.W. Wells State Park - High use public beach -- pompom boom (distance to be determined).

2. Cedar River- Fish runs. 100' of boom at the mouth.

4610.16 WLM-16: Northern Door County, Gills Rock and Sister Bay

1. Three Springs Creek - Located at farthest north end of North Bay. Extensive fringing wetlands and endangered dragonfly. Number 1 priority. 50' boom at mouth of creek. 3,500' boom across North Bay from jetty on West Side across bay to marina on East Side of bay.

2. Unnamed Creek - not on ESI map. 50' boom at culvert. Creek runs into North Bay at the southernmost jetty on the West Side of the bay, just south of the town of North Bay. Minor fish runs.

3. Mink River - Number 1 boom priority. 1,000' of boom across the mouth. Shallow 3' water -use 18" boom.

4. Wagon Trail Resort and wetlands - Unnamed on ESI map. Small bay located just south of Mink River. 1,000' of boom at mouth of bay.

5. Ellison Bay - Breakwall and small marinas. Boom entrances.

6. Gills Rock - Breakwall and marinas. Ferry run from Washington Island. 1000' boom off breakwall.

7. Sister Islands - Colonial nesting sites, of major historical significance. Low profile islands. Depending on direction of spill, place 400'-1000' of deflection boom off islands.

8. Sister Bay - Large marina. 500' exclusionary boom at marina entrance.

9. Eagle Harbor - High economic sensitivity. Marinas and sandy beach. High residential development. 200' boom at marina entrance.

10. Nicolet Bay - Most highly developed recreational area. 1000' pompom boom at beach. Possibly deflect and collect based on spill direction.

11. Fish Creek - Boom at narrow opening at culvert. 50' exclusionary boom. Pompom boom at fish creek beach.

12. Fish Creek Harbor - Marinas, wetlands, beaches. 2500'across harbor nearly impossible with existing boom, but look into feasibility based on spill direction and boom availability.

4610.17 WLM-17: South Washington Island/Northeast Door County

1. Spider and Gravel Islands - High-density colonial nesting bird sites. Coordinate any activity on the islands with Ken Stromberg, USFWS. During nesting season (April-August), deflect off Gravel Island with 5000' boom.

2. Plum Island - Uninhabited. No protection strategy -- just cleanup concerns. Soil is lead (Pb) contaminated. Property is owned by U. S. Coast Guard, custodian is Group Milwaukee.

3. Pilot Island - Colonial nesting bird site. High wave energy, Endangered plant (Dwarf Lake Iris) on island. Do not boom -- high profile.

4. Lobdell's Point - Fuel tanks for island located near point. Six tanks of #2 fuel oil. Spill would flow through a dredged channel to just inside the West Channel, located inside Detroit Harbor.

5. West Channel - 500' containment boom. Vacuum truck can access oil from north side of West Channel.

6. West Harbor and Figenhaus Harbor - 100' boom across from harbor to harbor.

7. Green Bay NWR - Hog Island -- 20' bluffs no need to boom. Unnamed island due east of Hog Island --low profile but low priority and high energy.

4610.18 WLM-18: Wolf River (inland)

To be developed.

4610.19 WLM-19: Western Oconto County (inland)

To be developed.

4610.20 WLM-20: North Central Oconto County (inland)

To be developed.

4610.21 WLM-21: Oconto/Marinette County Border (inland)

To be developed.

4610.22 WLM-22: Mouth of Menominee River, Marinette County

4610.221 Peshtigo Harbor, WI

1. Peshtigo Harbor and Peshtigo Harbor State Wildlife Area - High priority site. Wetlands protected by flats. Close off harbor near lake with 1500' boom, and river mouth with 600' boom.

4610.222 Marinette WI and Menominee, MI

1. Little River - Fish runs. Close off mouth with 50' boom at bridge

2. Wetlands near mouth of bay - 50' boom at culvert.

3. Seagull Bar - To protect from the south would require 5000' of boom however, the sensitivity does not warrant sacrificing that amount of boom unless the sole threat is to Seagull Bar.

4. Wintiger Pond - Wetland at the base of Seagull Bar. Close off with exclusionary boom. Length of boom to be determined.

5. Green Island - High profile island. Low priority for threat from river, but may be #1 priority for threat from vessel. Deflect off island depending on spill direction.

6. Menominee River - First priority on the river is the wetland on the south side. Either run 1,000'along the wetland, or if that much boom is not available, close off narrowest part of leg near the river 200' of boom. Close four boat slips south of the railroad tracks with 50' boom each (total 200').

7. Inland threats to the river - 1.1 MG tank west of railroad tracks on south side of the river. Ansel Chemical Plant on south side of the river 3/4 of a mile east of the railroad tracks.

8. Menominee City Marina - Close off several openings with a total of 200' of boom.

4610.23 WLM-23: Green Bay, West Central Door County

1. Hat Island - Critical nesting site. Island has a low profile and would be impacted. Sensitive from April-August. Based on spill direction and current, set deflection boom.

2. Marina and man made wetland - located between Juddville Bay and Egg Harbor. 100' exclusionary boom at marina.

3. Egg Harbor -Municipal marina at the breakwall. 100' exclusionary boom.

4. Frank Murphy County Park - North of Horseshoe Point, on Horseshoe Bay. Sandy beach. 400'pompom boom.

4610.24 WLM-24: Eastern Door County, Bailey's Harbor and Jacksonport

1. Shivering Sands Creek - 200' sausage boom at creek mouth. Fish runs and flat gradient at mouth necessitate booming. Dunes and private cottages -- responder and access considerations.

2. Whitefish Dunes State Park - Popular swimming beach and nearshore rip currents. Limit access. Potential collection points -- confirm with over flight during spill.

3. Whitefish Bay Creek - 50' boom at culvert where road crosses. Seiche would push oil past the flat creek mouth to the first gradient past the culvert. Creek is fairly deep. Not named on ESI map.

4. Hibbard's Creek - 50' boom at culvert/bridge depending on Lake Level and seiche activity. Not named on ESI map. No wetlands associated with creek. Responder considerations -- private property access.

5. Heinz Creek - 50' boom at mouth. Seasonal salmon runs, no dunes, seiche would push oil 200 yards up creek if no boom. Not named on ESI map.

6. 60% of the Lake Michigan Whitefish population spawn in the area from Bailey's Harbor (ESI map 24) north to North Bay (ESI map 25). This constitutes an annual 1 million-pound commercial catch with an 8 million-dollar retail value. Whitefish spawn from October to November and hatch in March an April. Out migration to critical shallow nursery areas in the bays occurs from April to June.

7. Bailey's Harbor (East Side) - 600'and 1400'of boom between islands and south side of Toft Point to exclude oil from sensitive habitats. Shallow water, use flat bottom johnboats. High Priority. Access road owned by University of Wisconsin.

8. Ridges Sanctuary - At closed end of Harbor. Not located on ESI map. County owned and leased to private entity. Contact manager before responding.

9. Moonlight Bay - Very sensitive, high priority.

10. Small wetland between Toft Point (not on ESI map). And Fishhead Point (not on ESI map) is a first priority boom site. 300' boom to protect wetlands.

11. Wetland inside Fishhead Point contains eagle's nest and is a first priority boom site. 1000' boom across inlet.

12. 1000' deflection boom off Fishhead Point to deflect back into lake.

13. Mud Lake Creek - Endangered dragonfly. Low threat, but first priority boom site. Beaver Dam limits upward flow of water. 50' sausage boom at culvert.

14. Cana Island - High-energy area. Possible collection or deflect off point.

15. Unnamed wetlands - North of Cana Island, around point. High priority. 800' deflection boom off point southeast of wetlands.

16. Gordon Lodge and Marina - Located at the farthest north point on the map. Transient peregrines. Check with DNR before conducting low over flights in this area.

4610.25 WLM-25: Southwest Oconto County (inland)

To be developed.

4610.26 WLM-26: South Oconto County (inland)

To be developed.

4610.27 WLM-27: Coastal Oconto County

4610.271 Pensaukee, Wl

1. Charles Pond State Wildlife Area - Fringing wetlands south of Oak Orchard (not listed on the map). Number 1 priority on this map because no sand flats to protect from spill. Place 2000' deflection boom north or south of area based on spill direction.

2. Pensaukee Wildlife Area - #2 priority on this map. Ditch, not identified on map, runs from wetland into lake at approximately midpoint of wetland - 50' boom.

3. Pensaukee River - #2 priority on this map. Boom across mouth from light - 300' boom.

4. Pecor Point - String 4000' boom along wetlands.

4610.272 Oconto, Wl

Wetlands - Either string 3000' of boom along marsh, or 5000' of deflection boom placed depending on direction of spill.

4610.273 Oconto East, WI

1. Marsh south of Oconto River - 10,000'sorbent boom along marsh.

2. Channel leading from lake into river, through marsh, making a 90 degree turn north from lake - block off both ends - 50~ each end (1 00'total).

3. Oconto River - For a spill from the'north, string 4000'collectlon boom from the point of the channel wall.

4. Oconto Marsh State Game Refuge Creek - 50' across mouth.

5. Unnamed Creek - North of OMSGR Creek - 50' soft boom at the mouth.

6. Unnamed Creek - Next creek north - 50' soft boom at the mouth.

4610.28 WLM-28: Southwest Door County, Little Sturgeon Bay

1. Little Sturgeon Bay - Priority site. Wind and seiche driven oil would be difficult to contain. Two-foot seas are common, Which limits strategies. Either deflect oil to keep out of the bay if possible, or contain along the East Side. To keep out, deflect off Henderson Point and Riley's Point.

2. Riley's Point - Boom off inlet (Boom- segment length to be determined).

3. Collection Point - Between Snake Island and the point (Boom segment length to be determined).

4. Sugar Creek County Park - Not on map. Located directly south and adjacent to unnamed creek. Good staging area.

5. Shoemaker Point - Renard's Creek - not critical.

6. Unnamed Creeks - not critical.

7. Entire shoreline high waterfowl-and fish concentrations. Would sustain a direct impact from a Green Bay spill. May need to haze during spring and fall. Protect by placing collection boom off Point au Sable to intercept spill from Green Say. (See WLM- 42).

8. Rock Falls Creek - Intermittent with high gradient. Private access. 20' sausage if high wind.

9. Add Bayshore Park to map (located mid-map, 1/4-mile lakefront around boat launch located on map). Good access point.

10. Edgewater Beach - Newer, large subdivision (check on exact location). Cleanup and access considerations. Also, historical research site at beach.

4610.29 WLM-29: Southern Door County including Sturgeon Bay

1. Stony Creek - Seasonal fish runs, may be self-protected by high gradient at mouth of creek during summer. Check with overflight during spill before deploying boom.

2. Shoreline road is private -- get permission before using.

3. Sturgeon Bay (East Entrance) - 300'-500' boom for exclusionary or collection purposes depending on wind direction. Attach to corrugated pilings lining the channel. High traffic area. High boom tending area during seiche.

4. Township Park - Not on ESI map. On shoreline directly south of Sturgeon Bay entrance. Contains dunes and endangered plants -responder considerations.

5. Portage Park - Not on ESI map. On shoreline directly north of Sturgeon Bay entrance. Contains dunes and endangered plants -responder considerations.

6. Lilly Bay Creek - 200'sausage boom at mouth. Not on ESI map. Located approximately 2 1/2 miles north of Portage Point and discharges into Lilly Bay. Seasonal fish runs. Privately owned dunes and houses along shore limited shoreline access. Request permission. Narrow gravel road for access.

7. Highcliff Marina - Located south and west of Sherwood Point. 200' boom at marina entrance.

4610.291 Sturgeon Bay North

1. Sensitive area is Sawyer Harbor due to fisheries concerns (spawning and habitation in shallow water). Strategy is, dependent on direction spill is coming from South - 1800’ of deflection boom from Quarry Point to keep oil out of harbor; North - 2000' off Cabot Point.

2. Larson Swamp Creek - On Green Bay. Significant creek, impacted by seiche. 50'boorn at mouth if wind driven oil threatens to move up river.

3. May Swamp - insignificant

4. 2. Sturgeon Bay Central (WLM- 20 and 37)

5. Sunset Park - 100' exclusionary boom at marina inlet.

6. Purvis Lagoon - 200' 18'' exclusionary boom.

7. Quarterdeck Marina - 500' exclusionary boom at entrance to protect wetlands behind marina.

8. HWY 57 (new bridge) - 1000'collection boom. Use skimmers, vacuum trucks and plastic to line rip rap. Condition specific site based on direction of spill.

9. Otumba Park - 1000'of collection boom. Check for culverts through structure, which must be boomed before collection. Use skimmers, vacuum trucks, and plastic to line structure.

4610.292 Sturgeon Bay South

1. Big Creek - 500'shallow (18") exclusion boom at mouth. Use flat bottom johnboats.

2. Strawberry Creek - Number 1 boom priority. Salmon egg collection facility and hatchery. Impacted by seiche. 100' exclusionary boom.

4610.30 WLM-30: Lake Michigan, East of Sturgeon Bay

To be developed.

4610.31 WLM-31: Northwest Brown County, West shore of Bay

4610.311 Suamico, WI

1. Suamico River - Navigable by small fishing tugs. From a road or trestle spill, boom off wetlands south of bridge. From a lake spill, 200' of boom at the mouth if flow reversal.

2. Sensitive Wildlife Area - 500'across mouth of small bay.

4610.312 Little Tall Point, WI

1. Little Tail Point - High priority. 2000' 18" boom across mouth of small Bay/wetland at base of point. Eagle's nest in wetland -- overflight Considerations. Based on spill direction, place 3000' deflection boom off the End of Little Tail Point.

2. Little Suamico River - High priority. ~ State Threatened Species -- Long Eared Sunfish. Double boom inlet place 400" boom at mouth, and 100' of boom closer in behind wetlands.

3. Unnamed wetland/creek north of Little Suamico River - 50' boom at mouth.

4. Tibbets Creek - next creek north of unnamed wetland/creek - Redfin shiner present - 50' of boom at mouth.

5. Green Bay Shores State Wildlife Area - For spills from the south, place 1000' feet deflection boom off the southern most end of the point.

6. Unnamed Creek - North of GBSSWA - Walleye spawning and out migration March-June. 50' boom at the mouth.

4610.32 WLM-32: South Green Bay, City of Green Bay

4610.321 East Side of City of Green Bay

1. Vincent Point - Unnamed creek - 20'sausage boom.

2. Point au Sable - 50' exclusionary boom at each entrance to wetlands. Collection boom to protect WLM- 41 waterfowl and fisheries areas. 300' - 5000' collection boom off point.

3. Mahon Creek - 50' sausage or plug with sand barrier.

4. Wildlife Sanctuary - no water access

5. Kidney Island – Otherwise known as Renard Island. High waterfowl use area. High profile island with rip-rap and shoring. If oil is heading toward island, place 600'exclusionary/collection boom from western-most tip of island to shore.

4610.322 Green Bay West, WI

1. The West Side of lower Green Bay (Peats Lake and Dead Horse Bay) is considered highly sensitive. However, it is very difficult to protect. The East Side of the bay (the area between the mouth of the Fox River and Point Au Sable) is less sensitive with gravel beaches and riprap revetments along most of the shoreline. In addition, it is also believed that natural circulation patterns could cause oil to collect in this area. With this in mind (and assuming a northerly flow of the Fox River) cascade boom could be set up from the mouth of the river to Willow Island along the West Side of the bay. A potential collection area in the bay would be behind the dredge spoils island (Kidney Island/Renard Island) just east of the river mouth. Debris floating out of the river tends to go in that direction 'under normal river flow conditions and deflection boom could be placed so as to enhance the natural circulation. Access along this shore is also good.

2. Fox River - For a spill in the Fox River, it is nearly impossible to accurately predict which way the oil will move due to the fact that the flow frequently reverses. Boom marsh on East Side of river (James River marsh), 1/2 mile from mouth with 100' exclusionary boom. Place 800' of boom across the river at the Railroad Bridge just north of the East River/Fox River confluence. Boom may also be used to deflect oil into the slips along the east and west shore of the lower river if appropriate.

3. East River - Impacted by seiches - 500' exclusionary boom.

4. Duck Creek - Discuss boom procurement, placement, and training with tribal representatives.

5. Long Tail Point - High priority. 3/4 mile (4000') of boom from north point to shore.

4610.33 WLM-33: North Kewaunee County (inland)

To be developed.

4610.34 WLM-34: North/Coastal Kewaunee County (inland)

To be developed.

4610.35 WLM-35: Southwest Brown County

4610.351 De Pere, WI

1. Major walleye spawning April-May. High spill risk above De Pere Dam. Oil would probably be too churned to collect/deflect after passing over the dam. However, potential strategy would be to deflect off Voyager Point and deflect off point just north of Voyager Point directly before wetlands on East Side of the river.

2. Marina on west side of the river just north of road GG - 50' exclusionary boom.

4610.36 WLM- 36: Brown, Kewaunee and Manitowoc Counties intersection

1. Kewaunee River - Stocked. Boom at river mouth (300') and at bridge (100'). #1 priority boom location. Check on status of tank farm behind wetlands.

4610.37 WLM- 37: South/Coastal Kewaunee County

1. City of Green Bay Pumping Station - Check on contacts and phone numbers.

2. 2 (two) unnamed creeks - check on status and seasonality with overflight.

3. Ahnapee River - Stocked. Boom river mouth with 2 (3001) segments.

4610.38 WLM-38: Kewaunee County, offshore

1. Schuyler Creek State Fisheries

2. Intermittent streams -- low risk and low reverse flow risk

3. Robert Lasalle Park - (not on ESI map) high cleanup priority

4. Wheatgrass all the way up shore -- responder considerations -- be very careful when gaining access to the water.

5. Private accesses all the way up the map -- gain permission before entering.

4610.39 WLM-39: Western Manitowoc County

1. Calvin Creek - Overflight necessary

2. Silver Creek - Overflight necessary

3. Manitowoc River - Harbor and river stocked. Boom at mouth (500') and marina entrance (200'). PCB contaminated sediment hot spots -- disturb sediments as little as possible.

4. Little Manitowoc River - Stocked. Boom at road with 50'.

4610.40 WLM-40: North Central Manitowoc County

1. Two Rivers - Boom each river twice once at each river's bridge and once where main stem converges' with each river (1,200'total).

2. Molash Creek - Significant dunes -- responder considerations -- stay off dunes and stick to established paths. Nearby is Point Beach State Forest. Boom mouth of creek - determine length of boom necessary. High cleanup priority.

4610.41 WLM-41: Coastal Manitowoc County

1. Nuclear Power Plant (check on name and phone numbers) - Check to determine intake locations -- intake structure may be 10' above lake level. Check with power plant management to discuss MOU regarding intakes and operations.

2. Kewaunee Nuclear Power Plant (check to see if phone numbers are available) - 4 miles from 1st power plant. Same considerations.

3. Two Creeks Buried State Forest - Responder considerations.

4. Potential nesting ground for Piping Plover from early May through early June.

4610.42 WLM-42: Northwest Sheboygan County and Southwest Manitowoc County

1. Pigeon River - Major stocking. River occasionally closed. Private accesses to mouth. Boom with 50' at mouth.

2. Deland Park - Fish stocking. Pompom boom on beach (determine length).

3. Seven mile Creek - Webco private property. Protected air space and unexploded ordinances on property. Do not gain access without permission and escort.

4610.43 WLM-43: Northern Sheboygan County and Southern Manitowoc County (inland)

To be developed.

4610.44 WLM-44: Coastal Northern Sheboygan County and Southern Manitowoc County

1. Hika Bay - Boom at the bridge with 100' of boom.

2. Fisher Creek - #1 Priority Boom Site. Overflight necessary to determine boom length and placement. Rolfe Johnson Milwaukee Public Museum on site.

3. Point Creek - May be stocked. Overflight to determine boom placement and length.

4610.45 WLM-45: Southwest Sheboygan County (inland)

To be developed.

4610.46 WLM-46: Central Sheboygan County

1. Shoreline is beach terrace north of Harrington.

2. Small Wetland - Located south of Rt. 144. Check water level before booming.

3. Bahr Creek - No stocking. Check water level before booming.

4. Small Wetland - Located near top of page. Check water level before booming.

5. Entire area requires overflight.

4610.47 WLM-47: Coastal Sheboygan County

1. Kohler Andrae State Park - Listed on-map as Terry Andrae State Park. Dunes, beaches, nature preserve at north end of large sand beach. Cleanup and responder considerations.

2. Black River - Low lying at mouth, extensive wetlands, WLM-dences. No stocking. Boom mouth with 100'.

3. Sheboygan River and Harbor - Major stocking. Boom at mouth and Marina Entrance with 400'and 200'.

4610.48 WLM-48: Northwest Ozaukee County (inland)

To be developed.

4610.49 WLM-49: Northeast Ozaukee County

1. Washington Harbor - Sauk Creek flows into the harbor. Creek and harbor are stocked. Power plant discharges into the harbor at the mouth of Sauk Creek. Harbor has very rough water. Couple of collection. points within the harbor -- check during a spill. Boom creek first with 100' boom, and inlets to marina with two boom segments, one 500' segment and one 100' segment.

2. Sucker Creek to Harrington Beach (located at northernmost point on map) - Beach terrace. Harrington Beach has good lake access and swimming beach.

Responder considerations all along north shore of map 8. Gain access to beach only through established paths and gain permission for private access points.

4610.50 WLM-50: Northwest Milwaukee County and Southwest Ozaukee County (inland)

To be developed.

4610.51 WLM-51: Coastal Northeastern Milwaukee County and Southeast Ozaukee County

1. Doctors Park - Not located on map. Located at Fox Point.

2. Schlitz Audubon Center - Not located on map. Located north of and adjacent to Doctors Park.

3. Fish Creek - Intermittent stream south of Vermond Park (Park is located on Donges Bay).

4. Fairy Chasm - No information available. Site visit necessary

4610.51 WLM-52: West Milwaukee County, WI (inland)

To be developed.

4610.53 WLM-53: East Milwaukee Co., WI

1. Bender Park - Not on map. Located at southernmost point on map.

2. Wastewater Treatment Plant - Not on map. Located just north of Bender Park at riprap.

3. Lakeridge Boat Launch - Located between WWTP and Oak Creek. Direct fish stocking point.

4. Oak Creek - S. Milwaukee Yacht Club is located at the mouth of Oak Creek in Grant Park. A crane is permanently stationed at the mouth to remove sand blockages. Salmon stocking in creek. Close off mouth with 100' boom or bucket of sand depending on flow. #1 priority on this map.

5. South Shore Beach and Bayview Beach - Priority pompom boom deployment. Length of pompom boom to be determined.

6. Water Intake - Not on map. Located offshore from Linwood Pumping Station, which is located halfway between the northernmost point of Milwaukee Bay, and Shorewood Park. Check on contact and exact location.

7. Atwater Beach - Major swimming beach at Shorewood Park. May want to protect with pompom boom. Length to be determined.

8. Klode Beach - Major swimming beach on Whitefish Bay. May want to protect with pompom boom. Length to be determined.

9. Oak Creek Power Plant - Warm water 450 MGD discharge. Intake crib. Power Plant has boom. Possible collection points.

10. Milwaukee Harbor Strategy:

11. Milwaukee Bay - Two flushing tunnels: one on the Kinnickinnic River (Russell Avenue) and one on the Milwaukee River (McKinley). Flushing tunnels bring water in from the lake to flush slow moving water from river. Contact Milwaukee Metropolitan Sewer District to shut down the pumps during a spill from any source.

12. Milwaukee and Menominee Rivers are major trout and salmon stocking sites. Rivers may receive significant impact during a seiche.

13. McKinley Marina Gap – 425’ of boom between the shoreline and the breakwater. Privately owned boats moored in the marina.

14. North Gap - 400'of boom between the breakwater on each side of the gap.

15. Main Gap - 600' of boom between the breakwater on each side of the gap. Commercial and recreational vessel entrance to inner and outer harbor.

16. Milwaukee River Entrance - 400'of boom at mouth. Commercial and recreational vessel entrance to inner harbor.

17. South Gap - 300' of boom between the breakwater on each side of the gap.

18. Southshore Marina Entrance - 200'of boom needed between the breakwater and the shoreline. Privately owned boats moored in the marina.

19. Fair weather Entrance - 325' of boom between the breakwater at each side of the gap.

20. South Non-entrance Gap - 325'of boom between the breakwater at each side of the gap. Responder consideration -- very shallow water at the gap due to rocks below the waterline.

21. South end of Southshore Breakwater - 1200' of boom between the shoreline and the breakwater.

4610.54 WLM-54: Western Racine County (inland)

To be developed.

4610.55 WLM-55: Central Racine County and Southwest Milwaukee County (inland)

To be developed.

4610.56 WLM-56: Coastal Racine County and Coastal Southeast Milwaukee County

1. Myers Park - Not on map. Located south of Root River at breakwalls Possible collection site. Responder considerations should include sensitive plants.

2. Root River - Very sensitive during spring and fall because of salmon and steelhead trout runs. Boom at boat launch located on southern breakwall (200'), and at the harbor entrance (500') and at the mouth of the river inside the breakwall (500').

3. North Beach - Located north of Root River. Popular sand swimming beach. Priority cleanup site.
4. Shoop Park - Located at Wind Point. Possible natural collection points just south of beach. Priority beach cleanup site.

5. Crestview - Offshore is extensive perch spawning in 20'-40' of water.

4610.57 WLM-57: Western Kenosha County and Southwest Racine County

1. Prairie Cove Marina - 200' boom at channel

2. Chiawaukee Prairie - Runs along the lake from the south border of Milwaukee's zone to just south of Barne's Creek High water, seiches and storms would impact. However, we are unable to protect this. Responder considerations - low dunes and Nature Conservancy land.

3. Barne's Creek - Intermittent creek. Check the flow during a spill and if running, 50' of boom at mouth.

4. Kenosha Sand Dunes - Mid page, runs along lake. Responder considerations - fragile sand dunes. 3/8 of a mile off shore and 30'down is the intake for Web County (check for accuracy).

5. Eichelman Park - Not on map. Directly south of Kenosha Harbor. Collection point.

6. Kenosha Harbor - South Port Marina boom with 100'. Boom creek, which runs into bend of channel (not on map) with 50'at culvert. Boom channel at end before bend with 2 layers of 250' boom (500'total).

7. Pike River - Stocked and associated wetland. Occasionally blocked by sand. Impacted by high water and seiches. Boom mouth with two 50'boom segments (total of 100').

4610.58 WLM-58: Central Kenosha County (inland)

To be developed.

4610.59 WLM-59: Coastal Kenosha County

1. Prairie Cove Marina - 200' boom at channel

2. Chiawaukee Prairie - Runs along the lake from the south border of Milwaukee's zone to just south of Barne's Creek High water, seiches and storms would impact. However, we are unable to protect this. Responder considerations - low dunes and Nature Conservancy land.

3. Barne's Creek - Intermittent creek. Check the flow during a spill and if running, 50' of boom at mouth.

4. Kenosha Sand Dunes - Mid page, runs along lake. Responder considerations - fragile sand dunes. 3/8 of a mile off shore and 30'down is the intake for Web County (check for accuracy).

5. Eichelman Park - Not on map. Directly south of Kenosha Harbor. Collection point.

6. Kenosha Harbor - South Port Marina boom with 100'. Boom creek, which runs into bend of channel (not on map) with 50'at culvert. Boom channel at end before bend with 2 layers of 250' boom (500'total).

7. Pike River - Stocked and associated wetland. Occasionally blocked by sand. Impacted by high water and seiches. Boom mouth with two 50'boom segments (total of 100').

4700 Technical Support

Advisors with special skills needed to support an incident. Technical specialists may be assigned anywhere in the ICS structure.

4710 Legal

Act in an advisory capacity during an oil spill response.

4720 Scientific Support Coordinator

Provides the FOSC scientific advise in regard to the best course of action during a spill response. See Appendix 9110 Emergency Notification List for contact information.

4730 Sampling

Responsible for providing sampling plan for the coordinated collection, documentation, storage, transportation and submittal to appropriate laboratories for analysis or storage.

4740 Disposal (Waste Management)

Responsible for providing a disposal plan that details the collection, sampling, monitoring, temporary storage, transportation, recycling and disposal of all anticipated response wastes. Refer to Appendix 9330 Disposal for a plan template.

4750 Alternative Response Technologies

Responsible for evaluating the opportunities to use dispersants, other chemical countermeasures, in-situ burning and bioremediation. This includes a consultation and planning required to deploy and articulate environmental trade offs. Chemical Countermeasures are specifically forbidden in the Great Lakes! Refer to Appendices 9120 Response Guidance, 9130 response Strategies, 9200 Personnel and Services Directory, 9100 Water Intakes, Section 4600, 9730 Chemical Countermeasures for additional information, 9760 NCP Product List

4800 Required Correspondence, Permits & Consultation

4810 Administrative Orders

Administrative/Directive Order. An administrative/directive order is a tool used by the FOSC to ensure appropriate actions are being taken by a Responsible Party in a potential threat or actual spill or FWPCA hazardous material release. The Oil Pollution Act of 1990 amended the Federal Water Pollution Control Act and provided more authority to FOSC's to direct the removal actions in response to discharges of oil or FWPCA hazardous substances. Under 33 USC 1321 (c) and (e), an FOSC may now issue orders to responsible parties to ensure effective and immediate removal of a discharge or the mitigation or prevention of a substantial threat of a discharge of oil or FWPCA hazardous substance. An FOSC may also issue administrative orders "that may be necessary to protect public health and welfare". FOSC's needing to issue an administrative order under the FWPCA can contact (G-MOR-3) for interim guidance and examples.

4820 Notice of Federal Interest

Reference COMDTINST M16000.11, Coast Guard Marine Safety Manual, Volume VI, Chapter 7.B.3.a.

The Notice of Federal Interest (NOFI) is used to designate and notify the owners, operators or persons in charge, in writing that an oil pollution incident occurred or threatens to occur and that specified personnel may be financially responsible for that incident. The responsible party is liable for among other things, removal costs and damages resulting from the incident. The NOFI notifies the responsible party that the failure or refusal to provide all reasonable cooperation and assistance requested by the Federal On-Scene Coordinator (FOSC) will eliminate any defense, or entitlement to limited liability. The NOFI notifies the responsible party that failure to properly carry out the removal of the discharge, or comply with any administrative order of the FOSC may result in civil penalties or up to three times the cost incurred by the Oil Spill Liability Trust Fund. For an example of an NOFI, reference the NPFC User Reference Guide. A copy of an NOFI can also be obtained on the World Wide Web at:

http://www.uscg.mil/hq/g-m/nmc/pubs/msm/v6/c7.pdf .

4830 Notice of Federal Assumption

Reference COMDTINST M16000.11, Coast Guard Marine Safety Manual, Volume VI, Chapter 7.B.3.d.

The Notice of Federal Assumption (NOFA) is used to notify the responsible party of an oil pollution discharge and to advise he/she is financially responsible. The NOFA also advises that their actions to abate the threat or removal of oil from the waters, or adjacent shoreline have been evaluated as being unsatisfactory by the U.S. Coast Guard's Federal On-Scene Coordinator and that the U.S. Coast Guard will conduct oil response/removal activities under federal statues. For an example of an NOFA, reference the National Pollution Funds Center User Reference Guide. A copy of an NOFA can also be obtained on the World Wide Web at:

http://www.uscg.mil/hq/g-m/nmc/pubs/msm/v6/c7.pdf .

4840 Letter of Designation

Reference COMDTINST M16000.11, Coast Guard Marine Safety Manual, Volume VI, Chapter 7.

Notice of Designation of Source Policy. Designation of a source under section 1014 of OPA 90 is done to fulfill the requirements relating to the dissemination of information about an incident, through advertisements, so that potential claimants will be aware of the opportunity and procedures for submitting claims for uncompensated removal costs or damages. Exact specification and types of advertisement required are provided in the letter issued by the NPFC. OPA provides that designation of source is done where "possible and appropriate." "Technical Operating Procedures for Designation of Source" can be obtained at:

http://wwwftp.uscg.mil/hq/npfc/source.pdf .

MSO Milwaukee will not issue Notices of Designations. The National Pollution Funds Center (NPFC) will designate the source, notify the reporting party/guarantor, and set the advertising requirements. In the event that it appears there is a reasonable possibility for claims in a given incident, but the source is not known, the OSC immediately notifies the NPFC. The NPFC will then advertise as required under section 1014(c) of OPA.

4850 Fish and Wildlife Permits-

Information can be found at the following link:
http://www.great-lakes.net/partners/epa/acp-rcp/app_IX.html

4860 ESA Consultations- TBD

4870 Disposal- Refer to Section 9300DraftIAP.doc

4880 Dredging- TBD

4890 Decanting- TBD

48100 Reserved for Area/District-

Table of Contents

5000 Logistics

Refer to the Field Operations Guide (FOG) for the Incident Command System prepared by USCG, Office of Response (G-MOR-3) for specific information on all duties and positions. Refer to Appendix 9704 Field Operations Guide for the FOG and 9705 ICS Forms Database for ICS forms. This section will only provide a brief overview and information specific to the COTP Chicago zone.

5100 Logistics Section Organization

The Logistics Section is responsible for providing facilities, all services and materials needed for the incident. The Incident Commander will determine the need to establish a Logistics Section on the incident. This is usually determined by the size of the incident, complexity of support, and how long the incident may last. Once the IC determines that there is a need to establish a separate Logistics function, an individual will be assigned as the Logistics Section Chief.

Six functional units can be established within the Logistics Section. Branches and Units in the Logistics Section are shown in Figure 5-1 - Logistics Section Organization.

5110 Logistics Section Chief

Responsible for providing facilities, services and material in support of the incident. Participates in the development and implementation of the IAP and activates and supervises branches and units within this Section. Refer to Appendices 9200 Personnel and Services Directory, 9330 Communication Plan and 9750 ICS Form Database for additional information.

LOGISTICS SECTION DIAGRAM

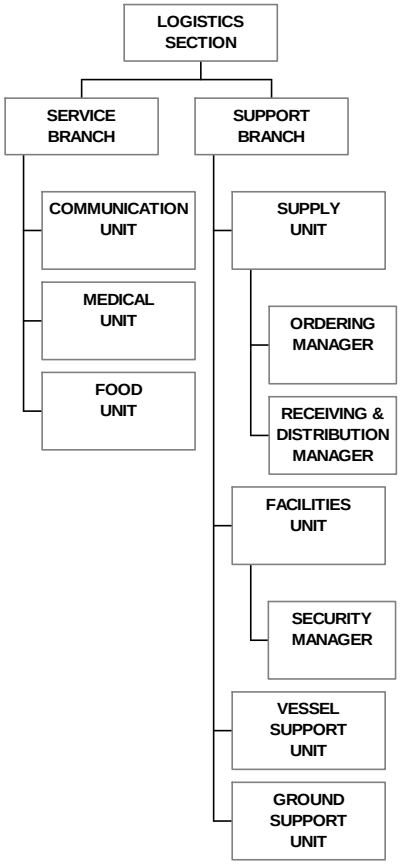


Figure 5-1 - Logistics Section Organization

5200 Support

Responsible for development and implementation of logistics plan in support of the IAP, including providing personnel, equipment, facilities, and supplies to support incident operations. Refer to Appendices 9110 Emergency Notification List, 9200 Personnel and Services Directory, 9320, Demobilization Plan, 9330 Disposal Plan, 9330 Communication Plan and 9705 ICS Form Database for additional information.

5210 Ground Support

Primarily responsible to support out of service resources, the coordination and transportation of personnel, supplies, food and equipment. In addition to the maintenance and repair of vehicles and other ground support equipment and implementing the traffic plan for the incident. Refer to Appendices 9110 Emergency Notification List, 9200 Personnel and Services Directory, 9320 Demobilization Plan, 9330 Disposal Plan, 9330.11 Communication Plan and 9705 ICS Form Database for additional information.

5220 Vessel Support

Responsible for implementing the vessel routing plan for the incident and coordinating transportation on the water and between shore resources. This may include arranging fueling, maintenance and repair of vessels on a case by case basis. Refer to Appendices 9110 Emergency Notification List, 9200 Personnel and Services Directory, 9320 Demobilization Plan, 9330 Disposal Plan, 9330.11 Communication Plan and 9705 ICS Form Database for additional information.

5230 Supply

Responsible for ordering personnel, equipment and supplies; receiving and storing all supplies for the incident; maintaining an inventory of supplies; and servicing non-expendable supplies and equipment. Refer to Appendices 9110 Emergency Notification List, 9200 Personnel and Services Directory, 9320 Demobilization Plan, 9330 Disposal Plan, 9330.11 Communication Plan and 9705 ICS Form Database for additional information.

5240 Facilities

Responsible for layout and activation of incident facilities. Provides sleeping and sanitation facilities for incident personnel and manages base and camp. Refer to Appendices 9110 Emergency Notification List, 9200 Personnel and Services Directory, 9320 Demobilization Plan, 9330 Disposal Plan, 9330.11 Communication Plan and 9705 ICS Form Database for additional information.

5300 Services

Responsible for the management of all service activities at the incident. Refer to Appendices 9200 Personnel and Services Directory, 9330.11 Communication Plan and 9705 ICS Form Database for additional information.

5310 Communications

Responsible for developing plans for the effective use of incident communication equipment and facilities; installing and testing of communications equipment; supervision of the Incident Communication Center; distribution of communication equipment to incident personnel; and the maintenance and repair of communication equipment. Refer to Appendices 9200 Personnel and Services Directory, 9330.11 Communication Plan and 9705 ICS Form Database for additional information.

5310.1 Medical

Responsible for the development of the Medical Emergency Plan, obtaining medical aid and transportation for injured and all incident personnel, and preparations of reports and records. Refer to Appendices 9110 Emergency Notification List, 9200 Personnel and Services Directory, 9330.11 Communication Plan and 9705 ICS Form Database for additional information.

5320 Food

Responsible for determining feeding requirements at all incident facilities; menu planning; determining cooking facilities required; food preparation; serving; providing potable water; and the general maintenance of food service areas. Refer to Appendices 9110 Emergency Notification List, 9200 Personnel and Services Directory, and 9705 ICS Form Database for additional information.

5400 Communications

See Section 9340 Communication Plan for complete information on communications.

5500 Reserved

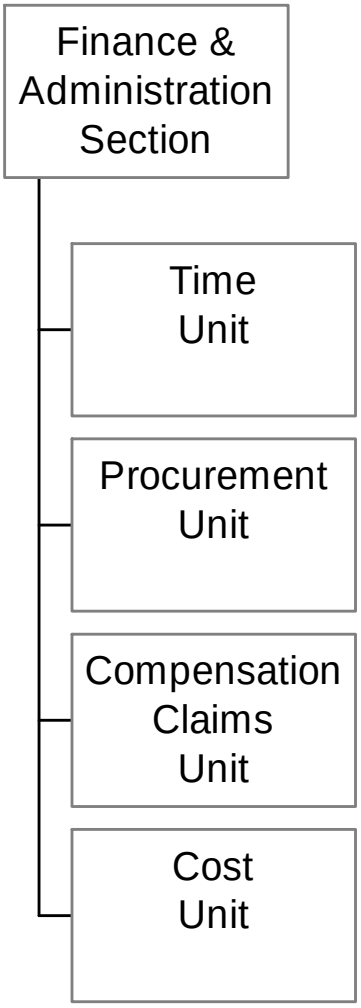
5600 Reserved

5700 Reserved

5800 Reserved for Area/District

6000 FINANCE/ADMINISTRATION

6100 FINANCE/ADMINISTRATION SECTION ORGANIZATION



6110 FINANCE/ADMIN SECTION CHIEF

The Finance Section Chief is the primary financial advisor to the Incident Commander and oversees the operation of the Finance Section. The graphic above is an organization chart of the Finance & Administration Section and its subordinate units. It serves as an example and is not meant to be all-inclusive.

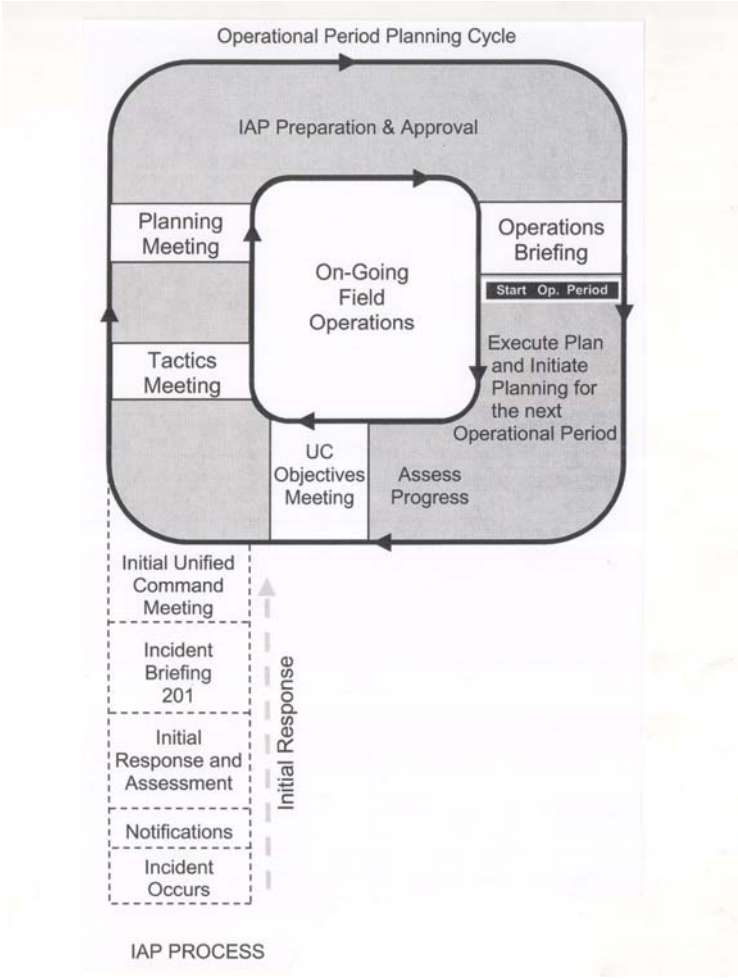
In addition, if the response is not funded by the Responsible Party the Finance Section will ensure contractors are paid in a timely fashion so as not to interrupt response operations; process and pay claims as appropriate and reimburse the response costs of government agencies as appropriate. The Section Chief may also request assistance from the NPFC for claims processing.

6120 FINANCE/ADMINSTRATION SECTION PLANNING CYCLE GUIDE

The period of INITIAL RESPONSE AND ASSESSMENT occurs in all incidents. Short-term responses (small in scope and/or duration, e.g. few resources working one operational period) can often be coordinated using only ICS Form 201 briefings.

Longer term, more complex responses will likely require a dedicated Planning Section Chief (PSC) who must arrange for transition into the OPERATIONAL PERIOD PLANNING CYCLE. Certain meetings, briefings, and information gathering during the Cycle lead to the Incident Action Plan (IAP) that guides operations of the next operational period. Only the meetings and events directly relevant to assembling the IAP are described. The Incident Commander/Unified Command specifies the operational periods. The Finance/Administration Section Chief attends all the meetings planned by the Planning Section Chief and should be prepared to discuss applicable information.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH), which can be found at http://www.uscg.mil/hq/g-m/mor/page2index.htm



6130 CONTRACTING OFFICER AUTHORITY

MLCLANT – FOSCs will document verbal authorization by sending a message on the Authorization to Proceed (ATP) for contracts up to $25,000 to the MLCLANT (fcp) within 24 hours. The MLCLANT (fcp) staff will issue the task order (Delivery Order) to the contractor. If cleanup services will exceed $25,000, then the FOSC cannot hire a contractor directly but must contact the MLCLANT staff, which will hire the contractor. The Contracting Officer then issues a Delivery Order against the existing BOA.

Non-BOA. The FOSC can request the MLCLANT Contracting Officer to place a purchase order when a non-BOA contractor is required for cleanup services. The FOSC provides a purchase request with the company name(s) and point(s) of contact (and sole source documentation, if applicable) for any firm that can perform the required cleanup in the required timeframe. The MLCLANT Contracting Officer executes a purchase order or contract to hire the contractor to perform cleanup services.

When the MLCLANT Contracting Officer cannot be contacted in a timely manner, a FOSC can issue a non-BOA order for up to $25,000. An FOSC can issue a purchase order (or place a credit card order if they can get a credit card issued with the incident specific accounting data) up to $2500.

If a particular non-BOA contractor is critical to the response but declines to accept a standard ordering agreement, refer the issue to the MLCLANT Contracting Officer immediately.

For more detailed information on this topic, the following key reference material should be consulted for specific issues:

- National Pollution Funds Center User Reference Guide
- National Pollution Funds Center Finance and Resource Management Field Guide (FFARM)
- Coast Guard Cost Documentation Forms and Incident Report (Excel Spreadsheets)
- Marine Safety Manual, Volume IX, Marine Environmental Protection Manual

6200 FUND ACCESS

The OSLTF and the CERCLA (USCG use of) funds are administered by the NPFC on behalf of the Commandant, USCG for response to oil and hazardous material discharges. If a determination is made that activation by the FOSC is required, the Fund(s) is/are available to pay the direct allowable response costs authorized by the FOSC that falls under NCP Phase III operations. This includes containment, countermeasures, cleanup, and disposal action to prevent, minimize, or mitigate threat(s) to public health or welfare or the environment. The fund can reimburse appropriate and reasonable response costs, authorized in advance by the FOSC that has been incurred by Federal, State, and Local agencies.

The FOSC utilizes the Ceiling and Number Assignment Processing System (CANAPS) to obtain a Federal Project Number and authorized ceiling amount under the OSLTF. Instruction on use and access to the CANAPS system can be found at National Pollution Funds Center (NPFC) Home Page

If CANAPS is unavailable, the FOSC can contact the Ninth Coast Guard District FPN Manager to obtain a Federal Project Number and authorized ceiling amount.

CCGD9 FPN Manager	(216) 902-6048
After hours, contact:	OPCEN (216) 902-6117

The FOSC utilizes the Ceiling and Number Assignment Processing System (CANAPS) to obtain a Federal Project Number and authorized ceiling amount under CERCLA funds as well. Instruction on use and access to the CANAPS system can be found at National Pollution Funds Center (NPFC) Home Page

If CANAPS is unavailable, the FOSC may contact the NPFC Regional Case Manager to obtain CERCLA funding project number and authorized ceiling.

Business Hours	(202) 493-6732
After Hours, Weekends, Holidays	(800) 759-7243, PIN #2073906
Regional Case Manager Pager:	Same as Above.
Cellular Phone:	(202) 439-1266
NRC (Coast Guard Command Center):	(800) 424-8802

For more detailed information on this topic, the following key references material should be consulted directly for specific issues that arise:

- National Pollution Funds Center User Reference Guide
- National Pollution Funds Center Finance and Resource Management Field Guide (FFARM)
- Coast Guard Cost Documentation Forms and Incident Report (Excel Spreadsheets)
- Marine Safety Manual, Volume IX, Marine Environmental Protection Manual

OIL SPILL LIABILITY TRUST FUND

The OSLTF, administered by the Coast Guard, was established pursuant to Section 9509 of the Internal Revenue Code of 1986 (20 U.S.C. 9505) for response to oil discharges. Only responses to discharges specifically analyzed to be constituted of oil alone are eligible for OPA funding. The Fund can reimburse appropriate and reasonable response costs, authorized in advance by the FOSC that has been incurred by Federal, State, and Local agencies.

The following key references should be consulted directly for specific issues that arise:

- National Pollution Funds Center User Reference Guide
- National Pollution Funds Center Finance and Resource Management Field Guide (FFARM)
- Coast Guard Cost Documentation Forms and Incident Report (Excel Spreadsheets)
- Marine Safety Manual, Volume IX, Marine Environmental Protection Manual

COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION & LIABILITY ACT, 1980

A Memorandum of Understanding between the USCG and EPA allows the USCG to access the CERCLA Fund for Hazardous Material Responses. When EPA provides the FOSC, the EPA Regional Administrator has authority to approve Trust Fund expenditures not to exceed $2,000,000. When the USCG provides the FOSC, the USCG OSC has authority to approve Trust Fund expenditures not to exceed $50,000. USCG OSCs can receive approval for CERCLA Trust Fund expenditures up to $250,000 through the Commander, Ninth Coast Guard District. For additional expenditures, approval from the EPA Emergency Response Division is necessary and will require an "Action Memorandum" by the FOSC. To access the fund, an account number must be obtained from EPA Headquarters.

The Trust Funds may be used to undertake immediate removal actions when the FOSC determines that such action will prevent or mitigate immediate and significant risk of harm to human life or health or to the environment from such situations as:

- Human, animal, or food chain exposure to acutely toxic substances.
- Contamination of a drinking water supply.
- Fire and/or explosion.
- Similar acute situations.

State access to CERCLA, or Superfund, funds is described in the NPFC Users Reference Guide. CERCLA will be accessed for funding in response to Hazardous Materials, other than oil.

The following key references should be consulted directly for specific issues that arise:

- National Pollution Funds Center User Reference Guide
- National Pollution Funds Center Finance and Resource Management Field Guide (FFARM)
- Coast Guard Cost Documentation Forms and Incident Report (Excel Spreadsheets)
- Marine Safety Manual, Volume IX, Marine Environmental Protection Manual

STATE ACCESS TO FUND – DIRECT AND INDIRECT

Section 1012(d)(1) of OPA 90 provides that the President, upon request of the Governor of a State or his or her designated State official, may obligate the OSLTF for payment in an amount not to exceed $250,000 per incident for removal costs consistent with the NCP (40 CFR 300).

The State On-Scene Coordinator may access the OSLTF directly by contacting the cognizant FOSC, and indicating that they are making a request for direct access to the Fund. This person must be designated, in writing, by the Governor of the State, and on file at the NPFC. The FOSC makes a determination that the request is authorized or not, and contacts the NPFC and District (M) by the following workday. If the request is authorized, the FOSC forwards the request to the NPFC and obtains a Federal Project Number (FPN) from the Ninth District (m). The District will forward the FPN/Cost Ceiling to NPFC and the State, with a copy to the FOSC.

The removal costs must be required for the immediate removal of a discharge, or the mitigation or prevention of a substantial threat of discharge, of oil. Pursuant to the authority delegate to the Coast

Guard in Executive Order 12777, the Coast Guard has published a regulation (33 CFR 133) to implement the provisions of section 1012(d)(1) of OPA 90.

In addition, the state can also access the Fund through a contractual relationship with the FOSC. When the FOSC determines that another agency (federal, state, local or Indian tribe) can assist in a removal effort, the FOSC may authorize that agency to perform removal actions under its direct supervision. In these situations, the FOSC issues a Pollution Removal Funding Authorization (PRFA) to the state to establish a contractual relationship and obligate the Fund. In this method the state is not limited to $250.000 per incident and the FOSC is actively directing the state's response actions.

The following key references should be consulted directly for specific issues that arise:

- National Pollution Funds Center User Reference Guide
- National Pollution Funds Center Finance and Resource Management Field Guide (FFARM)
- Coast Guard Cost Documentation Forms and Incident Report (Excel Spreadsheets)
- Marine Safety Manual, Volume IX, Marine Environmental Protection Manual

LEAD ADMINISTRATIVE TRUSTEE ACCESS TO THE FUND

The Federal Lead Administrative Trustee (FLAT) should request funding from the responsible party unless the Responsible Party is unknown, or contacting the Responsible Party is not feasible due to time constraints. The FLAT should submit a request for Initiation of a Natural Resource Damage Assessment on behalf of all of the affected natural resource trustees to the cognizant NFPC Regional Manager. See also Section 9000 in this ACP.

The following key references should be consulted directly for specific issues that arise:

- National Pollution Funds Center User Reference Guide
- National Pollution Funds Center Finance and Resource Management Field Guide (FFARM)
- Coast Guard Cost Documentation Forms and Incident Report (Excel Spreadsheets)
- Marine Safety Manual, Volume IX, Marine Environmental Protection Manual

CLAIMS AGAINST FUND

During any oil spill, the potential for damages caused by an oil spill exists. If a party is damaged due to an oil spill, the claimant must first submit their claim to the responsible party. The responsible party has 90 days to adjudicate the claim; otherwise, the claimant can then submit their claim to the National Pollution Funds Center. This is just a brief synopsis of the process used for dealing with claims.

The following key references should be consulted directly for specific issues that arise:

- **Claimants Information Guide**
- National Pollution Funds Center User Reference Guide
- National Pollution Funds Center Finance and Resource Management Field Guide (FFARM)
- Coast Guard Cost Documentation Forms and Incident Report (Excel Spreadsheets)
- Marine Safety Manual, Volume IX, Marine Environmental Protection Manual

6300 COST UNIT

The cost unit tracks response costs against the assigned response ceiling. They collect all obligating documents issued in support of the response and ensure that other expenses such as Coast Guard personnel costs are properly logged. They are responsible for reporting amounts spent and ceiling remaining. They work with Finance Center to record response costs in the Coast Guard official accounting records and process payments for contractors, other government agencies, and other purchases.

The Coast Guard maintains a set of cost documentation forms that should be used to track all government and contractor resources during an oil spill.

In addition to the cost documentation forms, several administrative forms are required by the Coast Guard to be administered (if applicable) and are listed below:

- Notice of Federal Interest (all spills into navigable waters)
- Authorization To Proceed
- Notice of Federal Assumption (if applicable)
- Designation of Source (for initiating the claims process)
- Pollution Removal Funding Authorizations (PRFAs)
- Administrative Directive/Order
- POLREP's
- Financial Summary Report

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH), which can be found at http://www.uscg.mil/hq/g-m/mor/page2index.htm

6400 TIME UNIT

The time unit is responsible for monitoring all manpower hours allocated to an incident response. The Operations Section in keeping daily resource reports will aid them in this activity.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH), which can be found at http://www.uscg.mil/hq/g-m/mor/page2index.htm

6500 COMPENSATION/CLAIMS UNIT

This unit handles "insurance" related matters. It manages any medical costs, death benefits, and personnel claims. It also manages the Oil Spill Liability Trust Fund claims when the responsible party is not handling claims.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH), which can be found at http://www.uscg.mil/hq/g-m/mor/page2index.htm

6600 PROCUREMENT UNIT

The procurement unit is typically located in the Finance Section or sometimes in the Logistics Section. This unit is staffed with procurement specialists. The Atlantic Area Maintenance and Logistics Command provide contracting assistance as necessary. This unit is responsible for issuing Delivery Orders to BOA Contractors after an Authorization To Proceed (ATP) was issued by the FOSC. In addition, this staff negotiates non-BOA contract items with commercial contractors to perform activities as required by the FOSC. They will conduct cost and price analysis as necessary to determine reasonable cost and review and approve invoices from contractors.

Additional information regarding this position under ICS can be found in the U.S. Coast Guard's Incident Management Handbook (IMH), which can be found at http://www.uscg.mil/hq/g-m/mor/page2index.htm

Commercial BOA Contractors

Contractor	Address	Phone	BOA Contract No. #
American Pollution Control	5619 Port Road New Iberia, LA 70560	(337) 365-7847	HSCG84-04-A-700093
American Waste Services	2305 U.S. 131 N. Kalaska, MI 49646	(231) 258-5092	HSCG84-05-A-900058
Bisso Marine Co. Inc.	PO Box 4113 New Orleans, LA 70178	(504) 866-6341	HSCG84-04-A-800134
Inland Waters of Ohio (Detroit, MI)	2195 Drydock Avenue Cleveland, OH 44113	(216) 861-3949	DTCG84-98-A-900028
Clean Harbors Environmental	1501 Washington Street Braintree, MA 02184	(781) 585-5112	DTCG84-02-A-100069 MOD 0001
Don Jon Marine Co., Inc.	1250 Liberty Ave. Hillside, NJ	(218) 865-4744	DTCG84-02-A-100070 MOD 0001
M.L. Chartier, Inc.	9195 Marine City Highway P.O. Box 230069 Fair Haven, MI 48023-0069	(586) 725-8373	DTCG84-02-A-900026 MOD 0002
Marine Pollution Control, Inc.	8631 W. Jefferson Detroit, MI 48209	(313) 849-2333	HSCG84-05-A-900057
Environmental Safety & Health Consulting Svc.	1730 Conteau Road Houma, LA 70361	(985) 851-5350	DTCG84-02-A-800120 MOD 0002

OSI Environmental, Inc.	300 Fayal Street Evelen, MN 55734	(218) 744-3064	DTCG84-02-A-900051 P00003
Hertitage Environmental Svc	15330 Canal Bank Road Lemont, IL 60439	(630) 783-5410	HSCG84-05-A-900059
Kens Marine	119 East 22nd Street Bayonne, NJ	(201) 339-0673	DTCG84-04-A-500112 MOD 0001
Titan Maritime LLC	PO Box 350465 Ft. Lauderdale, FL 33335	(954) 929-5200	DTCG84-02-A-700080

A detailed list of all BOA contracts can be found at MLCA USCG Finance Emergency Pollution Response (fcp-2)

6610 COMMANDING OFFICER AUTHORITY

For response to oil discharge incidents, the FOSC has discretion to allocate a cost ceiling of $250,000, against the Oil Spill Liability Trust Fund (OSLTF). To increase the obligated ceiling, contact the Ninth Coast Guard (m) staff / National Pollution Funds Center to have the ceiling increased appropriately to cover the following costs:

- Government costs;
- Contractor costs;
- Other Agency costs.

For response to a Hazardous Materials Release incident, the Coast Guard FOSC has discretion to allocate a cost ceiling of $250,000. For ceiling amounts exceeding $250,000 per incident, the EPA must approve an Action Memo.

Again, more detailed information can be found in the references below.

- National Pollution Funds Center User Reference Guide
- National Pollution Funds Center Finance and Resource Management Field Guide (FFARM)
- Coast Guard Cost Documentation Forms and Incident Report (Excel Spreadsheets)
- Marine Safety Manual, Volume IX, Marine Environmental Protection Manual

6700 Reserved

6800 Reserved

6900 Reserved for Area/District

Table of Contents

7000 Hazardous Materials Plan

7100 Authority

The Oil Pollution Act of 1990 (OPA 90) directed that Area Committees develop Area Contingency Plans (ACPs) that address both oil and hazardous material releases for their area of responsibility. This section of the ACP provides guidance pertaining to hazardous material (HAZMAT) releases. Specific handling requirements for a HAZMAT response are outlined in 29 CFR 1910.120. General concepts and guidance for conducting either a HAZMAT release or oil spill response are contained in the initial sections of this ACP.

It should be noted that any release of hazardous materials has a high probability of occurring in coincidence with a fire and that Section 8000 of the ACP, the Marine Fire Fighting Plan, has been designed to work in conjunction with this plan.

7110 Acronyms and Definitions

ACARP	As Clean As Reasonably Possible
ACP	Area Contingency Plan
AST	Coast Guard Atlantic Strike Team
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
EAP	Emergency Action Plan
First Responders	The first responding agency on scene, usually the local Fire Department.
HAZMAT	Hazardous substances, wastes, or materials including those listed in 49 CFR 172
HAZMAT incident or event	Any release or spill of a hazardous material, substance or waste requiring pollution control response.
HMRP	HAZMAT Response Plan, Section 8000 of the ACP
ICS	Incident Command System.
IAP	Incident Action Plan.
NPFC	Coast Guard National Pollution Funds Center
OSLTF	Oil Spill Liability Trust Fund
SSP	Site Safety Plan
SSO	Site Safety Officer
UC	Unified Command

7120 Purpose and Objectives

This plan recognizes that there are a growing number of HAZMAT response plans, often mandated by law, being developed at all levels of jurisdiction. Therefore, rather than rewriting the plans written at the municipal, county and state levels, this plan provides a framework for the use of those plans during a HAZMAT incident.

The framework of this plan was developed by a subcommittee of the Area Committee that included representatives from local, county, state and federal government agencies, fire departments and environmental agencies.

7200 Command

7210 Response Organization - ICS

7211 Command Structure

Any response undertaken shall implement the ICS system as outlined in Section 1000 of this ACP.

7212 Operational Command

The Response Organization during a HAZMAT incident is highly dependent on both the severity of the incident and size of the responding force. The initial Incident Commander is usually a Public Safety Official from the municipality in which the incident occurred. As Federal, State and local government agencies, the Responsible Party and response contractors become involved response organization shall implement the Incident Command System.

7213 Unified Command

The members of the Unified Command shall include the Federal On Scene Coordinator, the State On Scene Coordinator, the designated Public Safety Official from each municipality affected and the Responsible Party. Other members of the UC may include the trustees of affected Federal or State owned lands and/or entities from agencies that have a regulatory responsibility to respond. The designated FOSC for incidents located in the Coastal Zone is the U.S. Coast Guard. The US EPA is the designated FOSC for incidents inland of the Coastal Zone. The initial SOSC will be a designated representative from the state in which the release originated.

7214 Operations

The Operations Section shall operate in accordance with ICS guidelines. This Section will contain response technicians, workers and contractors.

7215 Planning

The Planning Section shall operate in accordance with ICS guidelines. It is important to note that the Planning and Operations Sections need to work closely together in the incipient stages of an incident in order to develop initial response strategy. The Scientific Support Team operates as a unit of the Planning Section. This collection of scientific experts advises the Planning and Operations Sections and the UC on technical issues.

7216 Logistics

The Logistics Section shall be established as soon as practicable and shall operate in accordance with ICS guidelines.

7217 Finance

The Finance Section shall be established as soon as practicable and shall operate in accordance with ICS guidelines.

7300 OPERATIONS

7310 General

The nature of HAZMAT responses is extremely diverse in comparison to a response to a spill of oil. Strategies must then be stated in a general sense and outline concerns for all releases. This section will outline considerations that must be addressed for all incidences and describe the Operational organization.

7320 County and Municipality Plans

The response to any HAZMAT incident shall be in accordance with the county contingency plan in which the incident occurred. The UC shall review this plan for adequacy in relation to the specific event and make changes as appropriate. The UC shall also review the plans for all counties or municipalities affected (such as in a traveling plume) and incorporate them as necessary.

The FOSC shall keep on hand a copy of each Municipality and County Contingency Plan, which are updated by the drafting authorities every two years. However, it is vitally important that the County EMA provide an updated copy to the UC as soon as they are notified of the incident.

7330 Incidents Outside Counties or Municipalities

If a HAZMAT release occurs outside the jurisdiction of any County or Municipality (i.e. offshore or on federal land) the FOSC, SOSC and Responsible Party shall comprise the UC. County and Municipality plans will be consulted if a shore-side evacuation or other impact is anticipated. If any HAZMAT comes ashore the appropriate local Public Safety Official shall be included in the UC.

7340 Incidents on Department of Defense Facilities

If a HAZMAT release occurs on a DOD facility, the sponsor of that facility (U.S. Navy, U.S. Army, U.S. Air Force, U.S. Marines) is the FOSC and will conduct the response.

7350 NIMS ICS

A response involving more than one jurisdiction (e.g. FOSC, SOSC, Fire Dept., and Responsible Party) shall implement the Incident Command System as described in Section 1000 of this ACP. The UC staff shall take additional guidance from the respective sections of this Plan.

7351 Role of the Initial IC

The initial IC (usually the local Fire Department) is responsible for fully briefing incoming members of the UC on the status of the incident response (this information can be summarized in NIMS ICS form 201).

7352 Incident Action Plan (IAP)

Once established, the role of the UC is to focus on moving the response from the Emergency Phase to the Response Phase. The development of an IAP, as outlined in NIMS ICS should be the instrument for this conversion.

7360 Check Off Sheets

The following check-off lists are provided for any agency/person responding to a HAZMAT incident pursuant to this plan. They are general in nature, and should only be used as a guideline to actions taken. Each HAZMAT event is unique due to the wide variety of substances and environments that they may occur in.

7361 Notification of Spill / Release Check-Off List

INITIAL INFORMATION

Date/Time of Report: _____

Received By: _____

Notified By: _____

Telephone No.: _____ Fax No.: _____

Location of Release: _____

Material Spilled: _____

Date/ Time Spilled: _____

Nature of Release: Air / Water / Land

Quantity of Material Spilled: _____ Quantity in Container: _____

Description of Incident: _____

Water Body Impacted: _____

Source/ Responsible Party: _____

Cause/ Operation in Progress: _____

Actions Taken: _____

_____

Weather On Scene: _____

Agencies Already Notified: _____

Resources On Scene: _____

Incident Commander: _____ Telephone No.: _____

NOTIFICATIONS

- θ Notify Local Fire Department
- θ Notify NRC…… 1-800-424-8802
- θ Notify Coast Guard…….. 414-747-7155
- θ Notify EPA…… 312-353-2318

Notify State Emergency Manager 1-800-943-0003

θ

θ

7362 First Response Check-Off List

This check-off list is meant to be a guide for the First Responder to a HAZMAT incident. DO NOT under any circumstances enter a contaminated area unless trained and equipped to do so with proper support and DECON preparations made. Remember you may be the only "eyes and ears" the Unified Command has on scene. Write everything you observe down.

1. POSITION YOURSELF

- θ Locate upwind, upstream, uphill, or up-current of the incident.
- θ Locate yourself where you can see the incident.

2. OBSERVE

- θ Ensure notifications are made (Use the Section 7270.1, Notification Check-off List).
- θ Identify the container type.
- θ Identify any placards, labels, or packaging (Use DOT Emergency Response Guide).
- θ Observe any effects on people, animals, vegetation, and environment in the area surrounding the incident.
- θ Identify the wind direction and weather (stay upwind).
- θ Identify the distance and direction to nearby dwellings or places of business.
- θ Identify the distance to the nearest surface water (if on land).
- θ Identify current speed and direction and sea state (if afloat).
- θ Identify any vapor or cloud including size and direction of travel.

3. ACT

- θ Establish a safety area (Use DOT Emergency Response Guide).
- θ DO NOT ENTER any contaminated area unless trained and equipped for entry and Incident Commander is on scene, EVEN TO RESCUE OTHERS.
- θ Render First Aid to victims outside the contaminated area
- θ Establish communications with UC or Incident Commander
- θ Brief the Incident Commander or Command representative when they arrive on scene

7400 PLANNING

7410 General

The Planning Section Chief's responsibilities are outlined in Section 4000 of this ACP.

The Planning Section of any HAZMAT response has a critical role in both the initial emergency phase of a response and in the long term remediation and response closure planning. In the first few hours of a response, before any operations are undertaken, the planning section will work closely with the Site Safety Officer to develop the Site Safety Plan. It is important to note that by law, 29 CFR 1910, a Site Safety Plan is required to be completed and signed by all participants prior to their approaching the site.

7420 Site Safety Plan

An Emergency Action Plan or Site Safety Plan shall be developed for each HAZMAT release response as soon as possible. The Emergency Action Plan is developed, by the first responders, to address safety issues during the Emergency phase of an incident. By law, the On-Scene Coordinator (OSC) and the Site Safety Officer (SSO) must be named within the plan. The Unified Command, once established, may amend the Emergency Action Plan or Site Safety Plan as needed. It is the Planning Section Chief's responsibility to ensure that the plan is updated continuously. However, ultimate responsibility for this plan lies with the SSO and the OSC. The SSO and Planning Section Chief must work closely to keep this plan updated.

A generic Site Safety Plan is found in Section 9300. It is important to note that this plan will change as the response develops and conditions change. For example, changes may occur in the PPE and monitoring equipment required.

7430 Planning Requirements

7431 Compliance Requirements

Any response to a HAZMAT incident shall comply with 29 CFR 1910.120 in all aspects concerning both emergency response and hazardous materials operations. The Unified Command shall determine when operations shift from emergency operations, requiring an EAP, to normal operations requiring a SSP.

7432 Training

The Operations Chief shall insure that all responders are trained in accordance with 29 CFR 1910.120 for the tasks that they are assigned.

7433 Volunteers

The Logistics Section shall ensure that all volunteers have the proper HAZWOPER training for the tasks that they are assigned. See Section 9000 for the volunteer plan.

7440 Area Release History

7441 General

There have been no recorded significant Hazardous Materials incidents in this Area.

7450 Area Threat Assessment

7451 Area of Responsibility

The Area of Responsibility and Sensitive Areas under this Section are the same as outlined in Section 1200 and Section 4600 of this plan

7452 Marine Commerce

The Area covered by this plan is not a major destination or point of origin for large shipments of hazardous materials.

7453 Transfer, Storage, and Processing Facilities

There are several storage areas for hazardous materials in this Area. These facilities are outlined in each municipal or county plan.

7454 Transportation Overland through the Coastal Zone

Transportation of hazardous materials trough the coastal zone, by rail or by truck poses the most significant transportation risk in this Area. Interstate 94 is the primary route of concern. A comprehensive study of the exact amounts and identification of all substances being transported through this area has not been conducted.

7460 Plan Review

The HAZMAT Response Plan shall be reviewed and updated every 3 years or as response considerations change.

7500 LOGISTICS

7510 General

The Logistics Section Chief's responsibilities are outlined in Section 5000 of this ACP. The Logistics Section Chief shall consult the county or municipal response plan for listings of local resources.

7520 Area Resources

In July of 2000, Wisconsin Emergency Management (WEM) signed contracts with eight fire departments across Wisconsin providing "level A" hazardous material coverage throughout the state. Theses eight teams were designated by the State of Wisconsin to provide assistance in hazardous material emergencies. The eight regional teams are listed below, as well as the counties they are supporting.
List of Area HAZMAT Teams.

7600 FINANCE

7610 General

The Finance Section Chief's responsibilities are outlined in Section 6000 of this ACP. However, there are a some responsibilities specific to a HAZMAT response that are identified in the following information.

7620 NPFC User Reference Guide

The primary reference for the Finance Section Chief should be the National Pollution Funds Center, User Reference Guide. See Section 6000 of this plan for more guidance. The Finance and Resource Management Field Guide (FFARM) also contains guidance on proper cost documentation procedures.

7630 COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT (CERCLA)

The primary Federal fund for the response and remediation of a HAZMAT release is the CERCLA fund, also known as "the Superfund", not the OSLTF. Use of this fund is activated by the FOSC when the following three elements are present in a response:

1. There is a release or threatened release of a hazardous material;

2. The release poses an immanent and substantial threat to public health and/or safety; and

3. The Responsible Party failings or is unable to take appropriate action.

The FOSC is responsible for determining if these elements exist.

7640 FOSC Access to the Fund

The FOSC must take the following steps in order to activate the CERCLA fund:

1. Coast Guard OSC's and EPA RPM's are now able to obtain Federal Project numbers through the online Ceiling and Number Assignment Processing System (CANAPS) The following link will take you to the CANAPS homepage: http://www.npfc.gov/canaps/default.htm. System access is managed by D9(m). If you have problems accessing the system, contact the D9 duty officer.

2. A FOSC determination that there is a substantial and immanent threat is required in order to access the CERCLA fund. This determination should be stated in the initial Coast Guard generated Pollution Report (POLREP 1). The POLREP should include the following information:

A. Hazardous material, pollutant or contaminant involved;
B. Description of the affected or threatened area (people, animals, crops, drinking water, etc.);
C. Statement indicating that this situation presents an immanent and substantial threat to the health and safety of the public and/or the environment;
D. Description of the response actions necessary to neutralize the threat.

7650 CERCLA Limitations

The CERCLA fund initial ceiling amount for a HAZMAT release response is limited to a maximum $250,000. Requests to raise the initial ceiling amount are considered on a case-by-case basis. A request for a raise of the ceiling amount must be supported by an Action Memorandum from the FOSC to the NPFC. Directions for completing an Action Memorandum are included in Chapter 4, Section K of the NPFC User Reference Guide.

7651 Documentation

FOSCs shall follow NPFC Resource Documentation TOPs procedures as outlined in the NPFC User Reference Guide. The forms used are equally applicable to both HAZMAT release and oil spill responses.

The FOSC shall retain all documentation generated during a CERCLA funded response for 10 years.

7652 Cost Summary Report

Within 30 days of the completion of the a CERCLA funded response, the FOSC shall submit a Cost Summary Report to the NPFC if “original” contractor invoices have been recieved.

7660 Claims

Claims shall be handled in the same manner as in an oil spill.

7670 Finance Section Chief Check Off List (CERCLA Response)

CASE INFORMATION

Case Title: _____

Responsible Party Name: _____

Location of Spill: _____

Material Spilled: _____

Amount of Funds needed: _____

Contractor(s) hired: _____

ACCESSING THE FUND

θ Call NPFC 703-235-4756/ 235-4767/ 235-4768 (after hours contact 1-800-759-7243 then enter PIN # 2073906 and call back number)

θ Provide the Case Information.

θ The NPFC personnel will authorize the use of CERCLA funds.

Authorizing Person:_____ Amount:_____

Date/ Time:_____ CN Assigned:_____

Accounting String:_____ Document Control #:_____

θ Ensure Coast Guard MSO Milwaukee, WI sends POLREP as described in Section 7603.

OBLIGATIONS

θ Determine equipment needs

θ Determine obligations and amount

θ Hire contractor(s):

Name:_____ Amount Obligated:_____

Address:_____

Name:_____ Amount Obligated:_____

Address:_____

CLEANUP DOCUMENTATION

- Ensure Documentation
- Use Coast Guard Form CG 5136 (obtain from the COTP) for CG personnel and equipment
- Ensure Contractors use the same form
- Ensure Coast Guard MSO Milwaukee, WI sends POLREPS including the following information:

  CN in subject line

  Ceiling

  Total obligations

INVOICE CERTIFICATION

- Date stamp invoices received from contractors
- Obtain the certification for the invoices from the FOSC
- Mail certifications to Coast Guard MLC(f) within 10 days

FPN DEACTIVATION

- When CERCLA funds are not expended, deactivate the FPN
- Ensure Coast Guard Sector Lake Michigan sends a Deactivation Message

Table of Contents

8000 Marine Fire Fighting

8100 Introduction

All aspects of this ACP Plan apply to a Marine Fire Fighting Response. The following two manuals are key references on the Coast Guard's role in marine fire fighting:

- Marine Safety Manual, Volume VI, Chapter 8, Coast Guard Fire Fighting Activities
- NFPA 1405, A Guide for Land-Based Fire Fighters Who Response To Marine Vessel Fires

The Coast Guard has traditionally provided fire fighting equipment and training to protect its vessels and property. Captains of the Port (COTP) are also called upon to provide assistance at major fires on board other vessels and waterfront facilities. Although the Coast Guard clearly has an interest in fighting fires involving vessel or waterfront facilities, local authorities are principally responsible for maintaining necessary fire fighting capabilities in U.S. ports and harbors. The Coast Guard renders assistance as available, based on the level of the training and the adequacy of equipment. The Commandant intends to maintain this traditional "assistance as available" posture without conveying the impression that the Coast Guard is prepared to relieve local fire departments of their responsibilities. Paramount in preparing for vessel or waterfront fires is the need to integrate Coast Guard planning and training efforts with those of to other responsible agencies, particularly local fire departments and port authorities. The following additional information applies to Marine Fire Fighting.

8200 Command

The UCS as described in Section 2000 of this plan will be implemented as the command structure for marine fire fighting incidents. As a matter of customary maritime law and practice, the Master of the vessel is presumed in charge of, and capable of, all onboard ship operations, including shipboard fire fighting. It is only at the specific request of the Master, or when it becomes obvious that the vessel's condition threatens the port's safety or environment that relieving the Master of his responsibility, as Incident Commander should be considered. The Captain of the Port (COTP) is designated as the FOSC and will be responsible for the response and management of all aspects of the disaster. The local fire department with jurisdiction over the location of the ship or facility will be the Incident Commander.

8300 Operations

8310 Marine Incident Initial Response Strategy

The Marine Safety Manual specifically addresses USCG fire fighting activities: "Generally, USCG personnel shall not actively engage in fire fighting except in support of a regular fire fighting agency under the supervision of a qualified fire officer. USCG personnel shall not engage in independent fire fighting operations, except to save a life or in the early stages of a fire to avert a significant threat without undue risk." With this guidance, the local fire department with jurisdiction will be the Incident Commander for shipboard or waterfront

facility fire fighting activities. COTP Chicago works with port authorities, local governments, and fire departments within the AOR to maintain current and effective contingency plans, and to coordinate federal, state, municipal and commercial resources that respond to fires and other incidents. COTP Chicago shall provide personnel to a marine fire incident to render assistance with vessel specific information, vessel stability, pollution abatement, enforcement of USCG specific authority, and/or waterside security.

8320 Operational Fire Fighting Priorities

Operational fire fighting priorities for marine fire incidents are listed below, in order of precedence:

- **Rescue** – Life safety must always be the first consideration in any fire or emergency situation. When lives are in danger, the Incident Commander must quickly assess whether the situation necessitates immediate removal of personnel, the number of persons who need to be extracted, and the hazards to the rescue team.
- **Exposures** – The fire should be fought so as to prevent the spread of fire on or off the vessel. Typical exposures include flammable liquid or gas tanks, open stairways, explosives, or any other substance that would accelerate or aid the spread of the fire. Provided there is no danger of water reactivity, exposures are best cooled by application of a fog pattern until no visible steam is generated. For some two-dimensional surfaces foam may be an appropriate agent for exposure protection.
- **Confinement** – Control over the fire must be established by impeding the fire's extension to non-involved areas and limiting the fire to the area of origin. To accomplish proper containment, all closures and generally all ventilation (unless personnel are trapped inside the space) should be secured. Monitor and cool boundaries, as necessary, on all six sides of the fire (fore, aft, port, starboard, above, and below).
- **Extinguishment** – The main body of the fire should be attacked and suppressed. The goal is to cease combustion by disrupting the cycle of the fire tetrahedron. Tactics and agents to be used will be determined by the fuel source, amount of fuel/surface area and the location of the fire.
- **Overhaul** – Actions to complete incident stabilization and begin the shift to property conservation should occur in any overhaul. Specific considerations include: hazards from structural conditions at the fire scene, atmospheric conditions (air packs should remain mandatory in the case of interior fire overhaul due to the likely presence of toxic vapors, carbon monoxide, and low oxygen levels), monitoring scene to ensure fire will not re-ignite, determination of fire's point of origin and source of ignition.
- **Ventilation** – Ventilation tactics will vary depending upon the location and conditions of the fire. Generally, all ventilation on a vessel will initially be secured and all dampers shut upon receipt of a fire alarm. Utilization of ventilation to aid fire-fighting efforts should not begin until a coordinated attack is staged.
- **Stability** – The use of water for fire fighting can significantly raise the center of gravity of a vessel. Experts from the Marine Safety Center, Atlantic Strike Team, or Navy Support and Salvage should be consulted for stability calculations and advice.
- **De-watering** – Oil and hazardous materials may enter the waters during de-watering operations. Containment and recovery of these materials is an important consideration. Fire fighting operations take precedence over environmental concerns. However, pollution response should be considered at this stage of response. The oil

spill and/or hazardous materials response strategies listed below should be initiated at this stage.

8330 Off-Shore Fire Fighting Considerations

In the event of a fire on a vessel in Western Lake Michigan, and the vessel's crew is unable to contain the fire, the USCG may be designated to act as the Incident Commander to protect U.S. interests under the authority of the CWA. Since local jurisdiction does not extend into Lake Michigan, the USCG will utilize available State, Department of Defense and commercial resources. The primary concern with offshore fires, subsequent to successful search and rescue operations, will be the prevention of pollution to U.S. and Canadian waters and fouling of sensitive fishing areas, wildlife habitats, shorelines, economically important area, and not creating an obstruction to navigation.

8340 Decision to Allow Burning Vessel to Enter Port

Due to limited resources available to fight an offshore fire, the COTP may be forced to consider allowing a burning vessel to enter port. The numerous considerations that are part of the decision can be found in Chapter 8, Volume VI of the Marine Safety Manual. Additionally, the information concerning mooring, anchorage and grounding sites should be reviewed and considered as part of this decision. A burning vessel is only a small part of the resources, which must be protected. Entry into a port or movement within the port may have to be denied when:

- There is danger that the fire will spread to other port facilities or vessels.
- The vessel is likely to sink or capsize within a channel, becoming an obstruction to navigation.
- The vessel might become a derelict.
- Unfavorable weather conditions preclude the safe movement of the vessel or would hamper fire fighting (high winds, fog, strong currents, ice, etc.)

8350 Movement of a Burning Vessel

A crucial decision in response to a marine fire involves movement of a burning vessel – whether to allow it to enter the port, to move it to, or away from an anchorage or a pier, to ground the vessel, or to scuttle it offshore. The COTP shall be consulted prior to moving or setting a burning vessel free. Among the considerations to evaluate in deciding whether to allow a vessel to move within a port are the following:

- Location and extent of fire.
- Capabilities and training of the crew.
- Status of shipboard fire fighting equipment.
- Class and nature of cargo.
- Possibility of explosion.
- Hazards to the environment.
- Hazards to crew or other resources where vessel is situated.
- Forecast weather.
- Maneuverability of the vessel.
- Effect on bridges under or through which the vessel must transit.
- Potential for fire to spread to pier or shore side facilities.
- Fire fighting resources available shore side.

- Consequences or alternatives if the vessel is not allowed to enter port or move.

The decision to allow a burning vessel in the Port of Illinois or Indiana must be decided by the COTP with discussions with each Fire Chief from the respective fire departments.

8360 Tugboat and bulk liquid transport companies

In nearly all burning ship situations, tug companies should be contacted to evaluate their capability and willingness to provide towing services to burning and endangered vessels. The amount of onboard firefighting resources should also be determined. Also, various types of barges/vessels may be required to off-load a vessel's cargo or fuel. All these resources are listed in 8510.6 Towboat and Barge Operators

8370 Salvage Resources

During and following a vessel fire, salvage of both vessel and cargo may be part of the response effort. Many factors must be considered in evaluating planning salvage operations, including availability/location of salvage equipment, potential for pollution, type of response (private or federal) and locations of safe havens where vessels could be towed, if necessary. Commercial salvage resources are listed in 8510.7 Salvage Resources. The U.S. navy may also be able to assist with emergency salvage. COMDTINST 16450.3 refers call NAVSEASYSCOM 202-697-7403 daytime or 692-7527 during duty hours for information. Formal request for Navy assistance must be submitted via the RRT or Coast Guard chain of command.

8400 Planning

See Section 4000 of this plan, as well as federal, state, and local hazardous material spill contingency plans either directly referenced in this document or implied by association of applicability. In addition, the following pre-designation of responsibilities are provided for planning purposes:

8410 Municipal Fire Departments

Upon arriving at the scene, the jurisdictional fire chief assumes charge of all aspects of the fire fighting operation. The vessel's master should contact the local fire chief and place himself and his crew at this disposal of the fire chief. At no time shall the vessel crew or other agencies or groups, either from shore side or waterside, engage in independent fire fighting activities beyond their capabilities or once the local fire department has taken command of the incident. The jurisdictional fire chief's responsibilities shall include but not necessarily be limited to:

- Control of all fire fighting operations, both from the shore side and waterside.
- Establishment of a workable communication system with the units engaged in fire fighting operations, including: assisting vessels, police departments, civil defense and other agencies engaged in the overall operation.
- Formulation of a plan of action for the extinguishing of the fire and the safety of personnel and property.
- Procurement of needed fire fighting equipment, material, and manpower (Mutual Aid Agreements, etc.).
- Direction of the activities of all personnel and equipment engaged in fire fighting.

- Procurement of the individual vessels fire fighting plan and stability data and information on that particular vessel.
- Requesting assistance from local police for traffic and crowd control.
- The evacuation of effected persons.
- Requesting assistance of local hospitals and doctors for medical requirements.
- Requesting ambulance service.
- Notification to USCG if not previously done.

8420 U.S. Coast Guard

The Coast Guard's responsibility during a marine fire incident in the Ports of Illinois, Indiana and Michigan is the coordination of and direction of USCG resources and to send a representative to the command post in an advisory role. In addition, the USCG is responsible for:

- Directing the anchoring, mooring, or movement of vessels.
- Restricting vessel operations in hazardous areas.
- Acting as lead agency in the containment and control of any hazardous materials discharge as the result of the marine fire incident.
- Assisting in fire fighting operations within capabilities as determined by the COTP or representative in the Command Post.
- Advising the IC concerning marine fire fighting systems, ship's capabilities, ship stability, environmental considerations, and other aspects where the Coast Guard has special expertise.
- Coordinating marine fire fighting planning and assisting in training development.
- Taking command or acts as lead agency on incidents where jurisdictional questions arise or where it is mutually agreed to by the appropriate fire department representative and the COTP.

8500 Logistics

8510 Marine Fire Fighting Resources

8510.1 U.S. Coast Guard Operational Resources

Captain of the Port Chicago (Marine Safety Office)
(630) 986-2155, Fax (630) 986-2175

- Pollution response equipment including 1000ft of off-shore 24" containment boom
- Coordinates CG response to marine fire fighting incident
- Marine Inspectors with vessel stability information
- Control of vessel movement, and
- Crew cooperation with local fire department

USCG Station Calumet Harbor
(773) 768 - 4298, Fax (773) 768 – 4297

- 41’ UTB Search and Rescue (SAR) Capabilities
- 1 25’ RB-S Search and Rescue (SAR) Capabilities
- 2 25’ RB-HS Search and Rescue (SAR) Capabilities
- 3 25’ UTL-T Search and Rescue (SAR) Capabilities
- De-watering pumps

USCG Station Wilmette Harbor
(847) 251- 0185, Fax (847) 251 – 0287

- 2 25’ RB-S Vessels Search and Rescue (SAR) Capabilities
- De-watering pumps

USCG Station Michigan City
(219) 879 – 8371 Fax (219) 879 – 8370

- 47’ MLB Heavy Weather Search & Rescue (HWSAR) Capabilities
- 23’ RB-S Search and Rescue (SAR) Capabilities
- De-watering pumps

8510.2 Local Operational Resources

The main fire departments in our AOR are;

Chicago Fire Department	(219) 659 -1069
Whiting Fire Department.	(219) 787- 8593
Portage Fire Department	(219) 397- 1313
East Chicago Fire Department	(312) 744 - 4770
Alsip Fire Department	(708) 385 - 6121
Blue Island Fire Department	(708) 385 - 1313
Bureau Fire Protection District	(815) 659 - 3333
Central Stickney Fire Department	(708) 458 - 2151
Channahon Fire District	(815) 467 - 2121
Elwood Fire Department	(815) 423 - 5211
Forest View Fire Department	(708) 788 - 2138
Hennepin Fire Protection District	(815) 925 - 7341
Henry Fire Protection District	(309) 364 - 2341
Joliet Fire Department	(815) 726 - 2401
La Salle Fire department	(815) 223 - 2121
Lemont Fire department	(708) 257 - 2221
Lockport Fire Protection District	(815) 838 - 2121
Marseilles Fire Protection District	(815) 795 - 2121
Morris Fire Department	(815) 942 - 2121

All of these departments have numerous resources available and can mobilize additional resources through mutual aid.

See Section 5000 for notification process.

8510.3 Local Sources of Aqueous Film Forming Foam (AFFF)

Dave Glass	(651) 733 - 9233
3M Fire Protection Services	Fax: 1659

3M Center, Bldg 223-6S-04
St. Paul, MN 55144 USA

Hayden & Company (630) 654- 2555
950 North York Rd Fax: 0108
Hinsdale, IL 60521

8510.4 Specialized Information/Equipment Sources

Mr. Gerald Bernardo (Marine Chemist)
Waterways Transportation Services, Inc.
(708) 983-7466
10 S. 105 Alago Road
Naperville, IL 60564

Red Adair Oil Well Fires & Blowouts
(713) 462-6479 (24 hour contact)
8705 Katy Freeway
Houston, Texas 77024

Boots & Coots
(713) 931-8884 or (409) 727-2347
11615 N. Houston Rosslyn Road
Houston, Texas 77086

8510.5 Other Supply Sources

Accurate Fire Equipment Company	(312) 278-4780
Connolly Fire Equipment Company	(312) 539-7831
Dependable Fire Equipment	(312) 283-1860
Fenwal Inc.	(708) 351-9767
Fire-Pro Fire Equipment Company	(312) 286-6600
Fredriksen & Sons Fire Equipment Company	(708) 283-2107
Grinnel Fire Protection Systems	(312) 242-1201
Henrichsen's Fire Extinguisher Company	(800) 373-9714
Loughlin & Sons Inc.	(708) 957-2191
Martin-Mack Fire Equipment Company	(312) 227-4700
No. 1 Fire Extinguisher Service	(312) 282-7742
Oberlin Fire & Safety Inc.	(312) 733-3473
Quality Fire Equipment Company	(312) 581-4245
Winkler Fire Equipment Company	(312) 376-2876

8510.6 Towboat And Barge Operators

Black Marine (815) 357-6666
1 E. Dupont Road

Seneca, IL 61630

Calumet Marine Towing (312) 721-1600
P.O. Box 216
98th Street & Calumet River
Chicago, IL 60617

Canal Barge Company (815) 467-2502
P.O. Box 198
Channahon, IL 60410

Coastwise Trading Co. (618) 251-2215
P.O. Box 182
Wood River, IL 62095

Damron Marine Services (708) 479-5080
P.O. Box 175
Mokena, IL 60448

Egan Marine Corp (630) 739-0947
P.O. Box 669
Lemont, IL

Hannah Marine Corporation (630) 257-5457
Highway 83 and Archer Avenue
Lemont, IL 60439

Iowa Marine (815) 942-9590
P.O. Box 732
Morris, IL 60439

Joliet Harbor Tug Service (708) 257-3400
P.O. Box 536
Lemont, IL 60434

Material Services Corporation (815) 838-3420
P.O. Box 158
Lockport, IL 60441

Kindra Lake Towing (312) 849-9220
13550 South Indiana Avenue
Chicago, IL 60627

Spivey Marine and Harbor Service (815) 467-9702
724 Railroad Street
Joilet, IL 60436

TUGS AND TOWBOATS – LAKE SERVICE

Calumet Marine Towing (312) 721-1600
98th Street & Calumet River

Chicago, IL 60617

General Marine Towing (312) 374-7355
A Division of Hannah Marine Corp.
3426 E. 89th Street, Mail Sta. 17
Chicago, IL 60617

Great Lakes International, Inc. (708) 920-3000
2122 York Road
Oak Brook, IL 60521

Great Lakes Towing Co. (773) 768-2204
South Chicago Office
9402 S Ewang
Chicago, IL

North American Towing Co (312) 646-0101
12800 Butler Drive
Chicago, IL 60633

TANK VESSEL OWNERS

Bigane Vessel Fueling Co. Inc. (312) 747-6381
3583 Archer Avenue
Chicago, IL 60609

Coastwise Trading Co., (219) 473-3480
Riley Road/Indiana Harbor
East Chicago, IN 43612

Hannah Marine Corporation (708) 257-5457
RT. 83 & Archer Ave.
Lemont, IL 60439

8610.7 Salvage Resources

USCG Atlantic Area Strike Team (609) 724-0008

NAVSUPSALV (202) 697-7408

Active Commercial Marine Service (815) 467-5871
P.O. Box 166
Channahon, IL 60410

American Diving & Salvage (312) 327-0288

Durocher Dock & Dredge Inc. (616) 627-5633
958 North Huron St. (616) 627-2207
Cheboygan, MI 49721

Edw. E. Gillen Co. (414) 769-3120
218 W. Becher Street
Milwaukee, WI 53207

Hollister Marine (815) 838-8367
16117 Windmill Drive (312) 257-6110
Lockport, IL 60441

Lake Michigan Contractors, Inc. (616) 392-2958
216 Van Raalte
Holland, MI 49423

McAllister Towing & Salvage Inc. (514) 849-2221
410 St. Nicholas Street
Montreal, Quebec H2Y 2P5

8600 Finance/Administration

See Section 6000 of this Plan.

8700 Reserved for Area

8800 Reserved for District

8900 Reserved

9200 Personnel and Services Directory

9210 Federal Resources/Agencies

9210.1 Federal Resources

9210.11 Marine Safety Office, Chicago – (630) 986-2155

Marine Safety Office Chicago has oil spill response equipment which is maintained for temporary "first aid" action by MSO personnel pending the arrival of a cleanup contractor. Supplies are prestaged along the coast as well as at the MSO. The equipment is designed for Medium to Major spills where the delay in contractor arrival could adversely affect the effectiveness of the response. The following is a listing of personnel/equipment resources and response considerations:

RESOURCES:

- MSO Personnel: (6) Enlisted (4) Officers
- Vehicles: 1 Response Truck, 1 Mini Van
- Storage Located at MSO Milwaukee

- Large Trailer*: (2'5/16" ball hitch required)*

Hard Boom	Yellow Harbor 24" X 1000'
	PSI 8" X 200'
Anchors	5 Danforth 151lb anchors, 5 anchor lights
	3 anchor lines with chains.
Floats	5 orange, 4 white
Tongue Weight	7700 lbs
Misc:	2 towing bridals, 3 monkeys fists

- Small Trailer: *(2'5/16" ball hitch required)*

Hard Boom	PSI 8" X 500'
Sorbents	Boom 6" X 300'
	18" X 18" pads (3 bales)
Anchors	10 Danforth 151 lb anchors, 5 anchor lights
	5 anchor lines with thimble
Floats	6 orange
Misc:	Spade, rake, pry bar, 5 boom connectors

Response Time Considerations:

First recalled personnel to office- 30 minutes
(Some personnel may proceed directly to scene from home after hours)

Office to most Southern remote location in zone
Via truck: 1 Hr. 00 Min
Via truck with boom trailer: 1Hr. 30 Min

Office to Northern Margin of Zone
Via truck: 3 Hr. 30 Min
Via truck with boom trailer: 4 Hr 30 Min

Office to Sheboygan, WI
Via truck: 1Hr. 00 Min
Via truck with boom trailer: 1 Hr. 15 min

Office to Manitowoc, WI
Via truck: 1 Hr. 30 Min
Via truck with boom trailer: 2 Hr. 30 Min

Office to Green Bay, WI
Via truck: 2 Hr. 15 Min
Via truck with boom trailer:3 Hrs. 00 Min

Office to Sturgeon Bay, WI
Via truck: 3 Hrs. 00 Min
Via truck with boom trailer: 4 Hr. 00 Min

Office to Menomoniee, MI
Via truck: 4 Hr. 00 Min.
Via truck with boom trailer: 5 Hr. 00 Min

9210.12 Marine Safety Detachment, Sturgeon Bay, WI (920) 743-9448

Marine Safety Detachment Sturgeon Bay has oil spill response equipment which is stored at USCG Station Sturgeon Bay. The equipment is used for temporary "first aid" action pending arrival of a cleanup contractor. The following is a list of personnel/equipment resources and response equipment:

RESOURCES:

- MSD Personnel: (3) Enlisted (3) Officers

- Vehicles: 1 Response Truck, 1 Sedan

- Storage Trailer located at Station Sturgeon Bay

- Small Trailer*: (2' 5/8" ball hitch required)*

Hard Boom	PSI 8" X 500'
Sorbent:	Boom 6" X 300'
	18" X 18" Pads (3 bales)
Anchors	10 Danforth 151 lb anchors, 5 anchor lights
	5 anchor lines with thimble
Floats	6 orange
Misc.	Generator, gas, spade, rake, pry bar,
	5 boom connectors.

9210.13 USCG Station Milwaukee, WI – (414) 747-7170

- Personnel	(13) Enlisted
- Vehicles:	1 4 w/d Suburban Truck(Hitch not compatible for towing trailers at this time)
- Boats	2 - 41' UTB
-	1 – 22' Boston Whaler
	1 – Ice Skiff
	1- Rigid Hull Inflatable RHI

9210.14 USCG Station Kenosha, WI – (262) 657-7651

- Personnel	(16) Enlisted
- Vehicles:	1 4 w/d Expedition/ 1 Auto(Expedition capable of towing boom trailers)
- Boats	1 - 41' UTB
-	1- Rigid Hull Inflatable RHI
Containment Boom	8" X 150'
Sorbent Boom	8" X 40, 5" X 40'

9210.15 USCG ANT Kenosha, WI – (262) 657-7202

- Personnel	(6) Enlisted
- Vehicles:	1 Crew Cab Truck
- Boats	2 – TANB and Aluminum

9210.16 USCG Station Sheboygan, WI – (920) 452-0346

- Personnel	(16) Enlisted
- Vehicles:	1 4 w/d Ford Expedition(Hitch not compatible for towing trailers at this time)
- Boats	1 - 41' UTB
	1- Rigid Hull Inflatable
Containment Boom	6" X 30'

9210.17 USCG Station Two Rivers, WI – (920) 793-1305

- Personnel	(16) Enlisted
- Vehicles:	1 Ford F-350 (Capable of towing boom trailers), 1 car
- Boats	1 - 41' UTB
-	1 – 14'Ice Skiff
	1- 21' RHI
Containment boom	6" X 300' in 5' X 8' Trailer

9210.18 USCG AUXOP Green Bay, WI – (920) 435-7042

- Personnel	(2) Enlisted
- Vehicles:	1 F250 Pickup
- Boats	1 - 22' Boat

9210.19 USCG Station Sturgeon Bay, WI – (920) 743-3367

- Personnel	(25) Enlisted
- Vehicles:	1 4 w/d Jeep/ GMC Truck (Capable of towing boom trailers)
- Boats	1 - 41' UTB
-	1 - Air Cushioned Ice Skiff
	1- 21' RHI
Containment Boom	At MSD Sturgeon Bay

9210.110 USCG Station Washington Island, WI – (920) 847- 2554

- Personnel	(25) Enlisted
- Vehicles:	1 Dodge Ram, GMC Truck (Capable of towing boom trailers), Jeep
- Boats	1 - 41' UTB
-	1 – 21' RHI
	1 – 30' UTM
- Containment Boom	8" X 200', 6" X 150'

9210.111 USCG ANT Green Bay, WI - (920) 468-6874

- Personnel	(08) Enlisted
- Vehicles:	1 4 w/d Truck (Capable of towing boom trailers)
- Boats	1 - 21' Boats, 1 – 14' Workboat
– Containment Boom	24" X 1000', 8" X 200' in two trailers

9210.112 MSO Chicago, IL – (630) 986-2155

Response Time 3 to 3.5 Hours

- Personnel	(11) Officers, (16) Enlisted
- Vehicles:	8 total, 1 Dodge Ram, 2 Mini Vans, 2 Taurus's, 1 Plymouth Breeze
Containment Boom	5 – 21' trailers w/1000' of boom in each.
Small response trailer	Contains various absorbents and equipment for dealing with small spills

9210.113 USCG MSO Duluth, MN – (218)720-5286

Response Time 9.5 Hours

- Personnel	(08) Officers, (09) Enlisted
- Vehicles:	4 Total- 1 Dually Truck, 1 Durango, 1 Passenger Van, 1 F150 Truck
- Containment Boom	2 trailers w/12' X 1000' in each

9210.114 CCGD9 (Drat) – (216)902-6054

- Personnel	(2) Civilian, (1) Officer, (1) Enlisted
- VOSS with 5000' of 42" Open Sea Boom (Located in Detroit City Airport)	
- 4 flatbed trailers	

9210.115 USCG Group Milwaukee, WI – (414)747-7182

ALL REQUEST FOR ASSETS IN GROUP MILWAUKEE NEEDS TO GO THROUGH GROUP MILWAUKEE OPERATIONS

- USCGC Mobile Bay (Has vehicle with capability to tow boom trailers)
- Two Vehicles compatible with boom trailers could be use for towing if needed.

9210.116 Response Resource Inventory

Response Resource Inventory (RRI) system is an information system that provides a comprehensive list of equipment, companies, organizations, and personnel that are available to clean up oil and other hazardous material in the water. The RRI Bulletin Board is a public access system. There are no logon restrictions enforced. This system is available 24 hours a day, 7 days a week. To access the system dial (919) 331-6039. Further information can also be gained by contacting NSFCC at (919) 331-6000, ext. 3036.

9210.117 OSROS

Coast Guard Marine Safety and Environmental Protection Division (G-M) maintains and updates annually a listing of current OSROs and their equipment. This information is downloadable from the Internet on G-M's homepage at:

http://www.uscg.mil/hq/g-m/nmc/response/index.htm#OSRO .

9210.118 National Strike Force

The National Strike Force (NSF) was created in 1973 as a Coast Guard staffed "Special Force." This special force assists On-Scene Coordinators (OSCS) responding to potential and actual oil and hazardous material spills as directed by the National Contingency Plan (NCP). The National Strike Force is composed of four units including three, 35 member Strike Teams. These teams are: The Atlantic Strike Team located in Fort Dix, NJ (609) 724-0008; the Gulf Strike Team located in Mobile, AL (334) 441-6601; and the Pacific Strike Team located in Novato, CA (415) 883-3311. A fourth unit, (National Strike Force Coordination Center) which is located in Elizabeth City, NC (252) 331-6000, manages the Strike Teams. The NSF is a unique, highly trained cadre of Coast Guard professionals who maintain and rapidly deploy with specialized equipment in support of Federal On-Scene Coordinators preparing for and responding to oil and chemical incidents in order to prevent adverse impact to the public and reduce environmental damage. Requests for Strike Team Assistance. As outlined in the NCP, "The FOSC may request assistance directly from the Strike Teams. Requests for a team may be made to the Commanding Officer of the appropriate team, the USCG member of the RRT, or the Commandant of the USCG through the NRC." FOSC's are encouraged to use the NSF whenever its expertise or equipment is needed, or to augment the FOSC's staff when it is overburdened by a response to a given incident. More information on the National Strike Force can be found at http://www.uscg.mil/hq/nsfcc/nsfweb/nsfcc/ops/rri.html

9210.119 Public Information Assist Team

The Public Information Assist Team (PIAT) is an element of the NSFCC staff, which is available to assist OSCs to meet the demands for public information during a response or exercise. Its use is encouraged any time the OSC requires outside public affairs support. Requests for PIAT assistance may be made through the NSFCC or National Response Center. See PIAT’s webpage for more information at http://www.uscg.mil/hq/nsfcc/nsfweb/nsfcc/ops/piat/index.html

9210.120 USCG District Response Group (DRG)

The District Response Group is a framework within each Coast Guard district to organize district resources and assets to support USCG FOSCs during response to a pollution incident. Coast Guard DRG assists the FOSC by providing technical assistance, personnel, and equipment, including the Coast Guard's pre-positioned equipment. Each DRG consists of all Coast Guard personnel and equipment, including fire fighting equipment, in its district, additional pre-positioned equipment.

9210.121 US NAVY Supervisor Salvage (SUPSALV)

The U.S. Navy (USN) is the Federal agency most knowledgeable and experienced in ship salvage, shipboard damage control, and diving. The USN has an extensive array of specialized equipment and personnel available for use in these areas as well as specialized containment, collection, and removal equipment specifically designed for salvage related and open sea pollution incidents. The Supervisor of Salvage (SUPSALV) can provide salvage expertise and maintains a warehouse on each coast stockpiled with salvage and response gear. The nearest SUPSALV location is in Norfolk, VA. Individual Navy Facilities also locally stockpile some response equipment, which is also listed in the RRI. Refer to the NSFCC Spill Response Resource Inventory RRI for a listing of SUPSALV equipment or visit their website at http://www.navsea.navy.mil/sea00c.

9210.122 NOAA Scientific Support Coordinators (SSC)

NOAA Scientific Support Coordinators (SSCs) are the principal advisors to the USCG FOSC for scientific issues, communication with the scientific community, and coordination of requests for assistance from State and Federal agencies regarding scientific studies. The SSC leads a scientific team and strives for a consensus on scientific issues affecting the response but ensures that differing opinions within the community are communicated to the FOSC. The SSC can also assist the FOSC with information relating to spill movements and trajectories. The NOAA SSC serves as the FOSC's liaison between damage assessment data collection efforts and data collected in support of response operations. The SSC leads the synthesis and integration of environmental information required for spill response decisions in support of the FOSC, coordinating with State representatives, appropriate trustees and other knowledgeable local representatives.

9210.123 EPA Emergency Response Teams (ERT)

The EPA's Environmental Response Team (ERT) has expertise in treatment technology, biology, chemistry, hydrology, geology, and engineering. The ERT can provide the OSC access to special equipment to deal with chemical releases and can provide the OSC with advice concerning hazard evaluation, multimedia sampling and analysis, risk assessment, on-site safety, cleanup techniques, water supply decontamination and protection, use of dispersants, environmental assessment, degree of cleanup required, and the disposal of contaminated materials. The ERT also offers various training courses to prepare response personnel. To obtain additional information about ERT or on various training courses visit their website at:

http://www.epa.gov/oerrpage/superfund/programs/ert/index.htm

Or send e-mail to webmaster.edert@epamail.epa.gov .

9210.124 Agency for Toxic Support and Disease (ATSDR)

The Agency for Toxic Substances and Disease Registry (ATSDR) maintains appropriate disease/exposure registries, provides medical care and testing of individuals during public health emergencies. ATSDR also develops, maintains, and informs the public concerning the effects of toxic substances, maintains a list of restricted or closed areas due to contamination, conducts research examining the relationship between exposure and illness, and conducts health assessments at contaminated sites. The ATSDR also assists the EPA in identifying most hazardous substances at CERCLA sites, develops guidelines for toxicological profiles of hazardous substances, and develops educational materials related to the health effects of toxic substances. ATSDR resources are an important tool for the OSC to use in assessing the possible effects of an environmental emergency on the public's health. Additional information can be obtained by contacting ATSDR at 1-888-42-ATSDR or 1-888-422-8737 or visit their website at http://www.atsdr.cdc.gov/atsdrhome.html.

9210.125 US Army Mike Boats)

In the event of a major catastrophic oil spill, the U.S. Army Reserve has “Mike Boats” which can be used to transport equipment and assist during response efforts upon request. To request the use of the vessels contact the U.S. Army Reserve Center. The specifics on the Mike Boats are found in Table 1.

Table 1 – US Army Mike Boat Specifics

Speed	9 knots loaded
Cruising Speed	324 Nautical Miles
Engines	Twin, V-12 Detroit Diesel
Horsepower	300 BHP at 1800 RMP (Each Engine)
Starting	Two, hydraulic (3000 PSI)
Fuel Consumption	24.16 gallons per hour
Propellers	Two Manganese bronze, 3 blade, 34 in diameter, 24 pitch
Type of Drive	Belt, main engine
Alternators	Two, AC rectified to DC, 70 amps, 24 volts
Hull Construction	Steel
Overall Length	73 ft 6 in
Depth	6 ft (Molded Amidships)
Displacement	58.8 lb. long tons (light), 116.07 ;long tons (loaded)
Draft	4 ft (loaded mean)
Fuel Capacity	870 gallons (95% full)
Cargo Space	42 ft 9 in (length), 14 ft 6 in (width)

9210.2 Federal Agencies Phone Numbers

Refer to Appendix 9110

9220 State Agencies Phone Numbers

Refer to Appendix 9110

9220.1 State Resources Contacts

Refer to Appendix 9110

9220.11 State Environmental Companies Contacts

Refer to Appendix 9110

9230 Local Resources/ Agencies

Refer to Appendix 9110

9230.1 Local Resources Phone Numbers

Refer to Appendix 9110

9230.2 Local Environmental Agencies Phone Numbers

Refer to Appendix 9110

9230.3 Environmental and Health Laboratories.

Refer to Appendix 9110

9240 Private Resources

9240.1 Response Equipment

A complete listing of OSROs by COTP zone or company name can be obtained on the Coast Guard Marine Safety and Environmental Protection's website at:

http://www.uscg.mil/hq/g-m/nmc/response/index.htm#OSRO

Refer to Appendix 9110 for a listing of Contractors

Table 2 - Command Center/Post Sites

State of Wisconsin Department of Emergency Government

Government Emergency Center (800)-943-0003

The newest vehicle in the Division of Emergency Government's fleet is a fully equipped Mobile Command Center.

Dimensions:
The unit includes a 1992 Ford F350 automatic, six-passenger, 1 -ton pickup truck. The truck is specially equipped to haul the 40' fifth wheel trailer, which has had its interior divided into two work areas, storage and restroom facilities. The total length of the two units is 52' with an 11'6" height needed for clearance.

Layout:
The air-conditioned Mobile Command Center comes with a fully equipped radio and communications room, conference room area for incident commanders-, television and VCR, limited food preparation area, bathroom, heat and hot water. It operates on 11 0-volt current from a generator or it can be hooked up to house current.

Staffing:
When the Mobile Command Center goes on the road, a driver and crew chief will accompany it from the Division of Emergency Government. They will be specially trained to transport, set up and take down the unit and see that it is kept in running order during its use.

Purpose:
The Mobile Command Center will be made available to the Division of Emergency Government, law enforcement agencies and other government entities free of charge for the following:

- Disasters
- Law enforcement or police emergencies
- Major hazardous materials spills
- Nuclear power plant incidents or exercises

To seek authorization for use of the Mobile Command Center, you can contact your county emergency government director, the Division of Emergency Government Regional Directors, or the DEG Deputy of Emergency Police Services, who will help with the application process.

Division of Emergency Government (DEG)
Government Emergency Center (800)-943-0003

9250 Command Posts/Emergency Operations Centers (EOC)

Emergency Operation Centers will normally be set up at County Emergency Government Command Post established throughout Wisconsin. See Appendix 11, Tab D, Figure (F-2) for a list, by county, of agencies in the COTP Milwaukee Area Response zone that have Emergency Operation Centers. During incidents, Coastal county EOC's in close proximity to the incident will be utilized. See Appendix 9110 for a list, by county, of the primary point of contacts to coordinate the use of EOC or Mobile Command Post resources.

9250.1 Emergency Operations Center (EOC) Resources

Owner	# of Persons	# of phones	Location of EOC	Radio Equipment
Brown Co	10	10	Sheriff's Dept. 300 E. Walnut St. Green Bay, WI 54301	EOC is locate in a room that is adjacent to the Brown Co. Sheriff's Dept. communication center
Civil Air Patrol	25- 30	1	Civil Air Patrol 5001 N. 91st St. Milwaukee, WI 53225	1-VHF-FM radio w/primary voice repeater channel, antennas for 2nd VHF—FM, Aeronautical and HF (4/7 MHz) already installed, additional HF, VHF, Aeronautical and packet equipment available during emergencies.
Door County	15-20	4	Safety Building 125 S. 5th Ave. Sturgeon Bay, WI 54235	
Kenosha Co	50-60	22	Kenosha County Public Safety Bldg. 1000 55th St Kenosha, WI 53140.	(1)- 28 channel radio base and 911 center upstairs.
Kewaunee Co.	40-50	30	Kewaunee County Safety Building 620 Juneau St. Kewaunee, WI 54216	Base/ Remote stations for Public Safety, Hospitals/EMS Fire/Rescue, Highway, Emergency Government plus amateur radio- 2 meter, HF, Packet, Portable repeater.
Manitowoc Co.	18-30	24	Sherriff Dept. 1025 S. 9th St. Manitowoc, WI 54220	Sheriff's Repeater (154.890), County Emergency Gov't (155.025) WISPERN Rx only, QCI & QCII paging format encoder. (2) Facsimiles available in EOC.
Marinette Co.	20	7	Sheriff's Dept. 1925 Ella Court Marinette, WI 54143	The all-county dispatch center is located within the EOC Dual consoles, TIME, handheld radios available.
Milwaukee Co.	50-60	24	Milwaukee County Safety Building 821 W. State St. Milwaukee, WI 53233	Milwaukee County Sheriff Dept, Firecom, NAWAS A.R.E.S., Highway Dept., WISPERN,
Ozaukee Co.	50	7	Sheriff's Dept. 1201 S. Spring St. Port Washington, WI 53074	800 MHZ trunking system programmable radios for 138-160 MHz amateur radio bands- low band through 440 MHz bands
Racine Co.	100	14	Racine Police Dept. 730 Center St. Racine, WI 53403	Have several base transmitters and amateur radios.
Sheboygan Co.	40	9	Sheriff's Dept. 615 N. 6th St. Sheboygan, WI 53081	EOC is located in the Co. Sheriff's Dept Sheboygan as such it has those radio communication abilities of the agency. Base transmit frequency of155.685.
USCG-Milwaukee	20	25	Navy & Marine Corp Res. Ctr. 2401 S. Lincoln Mem. Dr. Milwaukee, WI 53207	VHF- FM (portable, 4), VHF-FM MX350 (portable, 3), VHF-MCX100 (1), all are 30 to 300 MHz.

9260 Mobile Command Posts

Most incidents will require on site command posts. See Annex F, Appendix 11, Tab D, Figure (F-3) for a list, by county, of agencies in the COTP Milwaukee Area Response zone that have mobile command posts. A state of the art command post is also available through the State Department of Emergency Government. It has fax capability and a programmable communications package for all county emergency governments, fire departments and police departments.

9260.1 Mobile Command Post Resources

Owner	# of persons	Telephones?	Radio Equipment
Brown Co.	4	yes	Our mobile command post has radio equipment that allows us to communicate with all Police, fire and rescue units in Brown Co. with the exception of the City of Green Bay, which Has 800 MHz system.
Civil Air Patrol	6(west bend)	yes	HF, VHF and Aeronautical radios capable on all frequencies.
Civil Air Patrol	4 (shawano)		Multi-channel radio
Kenosha Co.	10	yes	None provided
Kewaunee Co.	10-12	yes	All Frequencies used within the county plus Coast Guard, State Emergency Government and the surrounding county public safety.
Manitowoc Co.	8-10	yes	None provided
Milwaukee Co.	7-10	yes	All municipal fire and police dispatch centers within Milwaukee Co., marine Aircraft, Milwaukee Co. Sheriff's Dept. adjoining Co. Sheriff's Depts, hospital Net, DNR, Highway Dept.
Racine Co.	10	yes	Mobile Radio
USCG-Milwaukee	4	yes	HF- 55B, Convertercom/LGMX 300, VHf Marine radio (channels 16,21,22,23,81) VHF Marine/Civil Air Patrol/CGAUX (143.28) MCX100 (1) all are 30-300MHZ.

9260.11 Army Diving Attachment

The Army Diving Detachment is located at Fort Eustis, VA and are available to assist with pollution response incidents. Army assistance should be coordinated through the DOD member of the Regional Response Team if time permits. Requests may also be coordinated directly with the Army Diving Detachment by contacting the Army Diving Detachment Coast Guard Liaison, at (804) 878-5780 or 5658, fax (804) 878-2175. Funding will normally be transferred through Military Interdepartmental Purchase Request (MIPR) for all assistance.

9260.2 Towing Companies

There are few small and large towing companies in the state of Wisconsin. Refer to the appropriate county yellow pages or Apprendix 9110 for complete listings.

9260.3 Wildlife Rehabilitation Groups

In an oil or hazardous materials spill, experienced, licensed personnel must perform field retrieval and deterrent activities for wildlife. These activities must be coordinated with the appropriate trustee(s). Inexperienced personnel attempting to handle impacted birds or other wildlife, including marine mammals, are putting themselves and the animals at extreme risk. Qualified wildlife responders will comply with all applicable laws and safety regulations. OSRO personnel and other spill response personnel should report impacted wildlife locations to the appropriate wildlife responder so that animal retrieval and care can be coordinated in a timely and safe manner.

The following licensed wildlife response organizations are recognized throughout the response community as having national and international experience in oiled wildlife response:

Organization	Location	Telephone	Responder	Advisor
Ecological Research & Development Group	Milton, Delaware	(302) 684-3373		X
International Bird Rescue Research Center	Berkeley, California	(510) 841-9086	X	
International Wildlife Research*	Galveston, Texas	(409) 740-4527	X	
Avian Rehabilitation Unit	Dr. Patrick Redig University of MN	(612) 624-4969		X
National Audubon Society	26 E. Exchange St. Suite 207 St. Paul, MN 55101	(651)225-1830	X	
Tri-State Bird Rescue & Research	Wilmington, Delaware	(302) 737-7241 (800) 710-0696(24hr)	X	

Table 3 – Wildlife Response Organizations

Detailed wildlife handling protocol and procedures can be found and printed from links at the internet web site http://www.iosc.org/.

9260.4 Communications Equipment

Table 4- Standard Working Marine Band, VHF-FM Frequencies are listed below:

Channel	Information
Channel 6 (156.3 MHz)	International on scene Search and Rescue (SAR) and ship to ship frequency
Channel 9 (156.450 MHz)	Port operational use
Channel 12 (156.6 MHz)	Port operations, ship to shore and ship to ship frequency
Channel 13 (156.65 MHz)	Ship bridge-to-bridge navigation frequency
Channel 16 (156.800 MHz)	International distress and calling frequency. The United States Coast Guard monitors this frequency 24 hours a day
Channel 21A (157.050 MHz)	Intra Coast Guard working frequencies and are not authorized for civilian use
Channel 22A (157.100 MHz)	This is Coast Guard and non Coast Guard vessels working frequency
Channel 23A (157.150 MHz)	Intra Coast Guard working frequency and is not authorized for civilian use
Channel 81A (157.075 MHz)	U.S./ Canadian mobile units joint command control surveillance for marine pollution incidents. Primary CG Marine Safety Office working frequency; secondary CG Auxiliary working frequency
Channel 83A (157.175 MHz)	Coast Guard Command and Control
Coast Guard Group offices broadcast marine information on (2670) kHz USB-V and Channel 22A (157.100 MHz) VHF-FM when required	

9300 Draft Incident Action Plan

9310 Site Safety Plan

Coast Guard employees, other government employees, contract personnel involved in oil spill response activities, and wildlife rehabilitation workers must comply with all applicable worker health and safety laws and regulations. The primary federal regulations are the Occupational Safety and Health Administration (OSHA) standards for hazardous waste operations and emergency response found in 29 CFR 1910.120. This rule regulates the safety and health of employees involved in cleanup operations at uncontrolled hazardous waste sites during cleaning operations and in certain hazardous waste treatment, storage, and disposal operations conducted under the Resource Conservation and Recovery Act of 1976 (RCRA). The regulations also apply to both emergency response and post-emergency cleanup of hazardous substance spills. The definition of hazardous substance used in these regulations is much broader than CERCLA, encompassing all CERCLA hazardous substances, RCRA hazardous waste, and all DOT hazardous material listed in 49 CFR Part 172. Thus, most oils and oil spill responses are covered by these regulations. The rules cover employee protection during initial site characterization and analysis, monitoring activities, material handling activities, training, and emergency response.

See Site Safety and Health Plan Information

See Site Safety and Health Plan Forms

See Site Safety and Health Plan Attachments

9320 Demobilization Plan

See Sample Plan

9330 Disposal Plan

See Section 4700 of this plan for more information

9330.1 Disposal Concerns

In dealing with oil spills, one of the main problems encountered is what to do with the waste materials once the cleanup has begun. When dealing with the method of disposal there are three main areas of concern, ecology, logistics and finance. What further effects are going to occur due to relocation of the waste material? (Ideally, the goal is to dispose of the material without any further hazard generate or further impacts to the environment, including air, surface water, ground water, and soils. How can waste be safety moved from the site to the disposal and /or treatment area? What is the availability of the machinery needed for removal? What is the capacity of the disposal and/or treatment facility? How much is it going to cost to dispose of the waste? What are the possibilities of recycling the wastes into a useful product to help offset the disposal cost?

Waste material generally fall into one of the following categories:

(1) Recovered liquids (oil/water mixtures)

(2) Contaminated absorbents and debris

(3) Contaminated soils/sand

Liquid waste is probably the easiest form of waste to deal with because it is easily handled, moved or sometimes can be processed into a useful product. Absorbents are the most widely used products for oil spill cleanup. Organic absorbents, mainly made of straw, are biodegradable. Many new absorbents are synthetic and their biodegradability is greatly reduced. The best absorbents would be one that could be reused, much like a sponge, leaving only liquid waste which is easily disposed of, thereby reducing cleanup costs and the amount of solid waste generated. Contaminated soils from beaches must be disposed of in accordance with Florida regulations.

9330.2 Potential Disposal Methods

9330.21 Recovered Liquid Waste

Disposal in accordance with 40 C.F.R. 262.20-23 for RCRA wastes.

a. Recycling (recovery in settling tanks, used oil Recyclers)
b. High temperature incineration
c. Evaporation of light ends
d. Oxidation
e. Biodegradation
f. Open burning where permitted
g. Use as fuel

9330.22 Contaminated Sorbents and Debris

Disposal in accordance with 40 C.F.R. 262.20-23 for RCRA wastes

a. Incineration at waste-to-energy facilities
b. Soil thermal treatment facilities (special conditions apply)
c. Class I permitted municipal waste landfill

9330.23 Contaminated Soils

Disposal in accordance with 40 C.F.R. 262.20-26 for RCRA wastes

a. Soil thermal treatment facilities
b. Incineration at waste-to-energy facilities

9330.3 Waste Disposal Site Selection-

Wisconsin's Department of Natural Resources (WDNR) is responsible for determining the eligibility of facilities to use general permits for soil thermal treatment and used oil recycling. WDNR also issues permits for landfilling, air pollutant emissions, hazardous waste treatment, storage, and disposal, and for the registration and/or certification of used oil transporters, collection facilities and recyclers. The WDNR Waste Management Division regulates the handling, storage, and testing of petroleum contaminated soil, solid waste, and hazardous waste. Oil spill wastes may be disposed of at permitted facilities (federal, state and local) authorized by the EPA and WDNR. During federalized spills, it is the responsibility of the FOSC to ensure that waste resulting from a spill is handled properly.

9330.4 Waste Characterization

The first step in determining which method(s) of disposal will be utilized is to characterize the waste and determine if it is subject to the requirements of the Resource Conservation and Recovery Act (RCRA), 40 C.F.R. The spiller's knowledge of the material and/or laboratory analysis, and the intended use of the recovered material must be used to determine if the material meets the criteria for hazardous waste set forth in 40 C.F.R 261.

9330.5 RCRA Regulated Waste.

If the material meets the criteria for RCRA regulated wastes, it can only be disposed of at an approved hazardous waste treatment/disposal facility. If the spill is not a hazardous waste listed in 40 C.F.R 261 Subpart D, but exhibits a characteristic of hazardous waste per 40 C.F.R 261 Subpart C, it is possible to treat the waste on site to render it non-hazardous prior to off site disposal. The generator shall treat hazardous waste in tanks or containers only, provide a waste analysis plan to document treatment, and ensure compliance with 40 C.F.R 262.34 requirements while accumulating and treating the waste. This kind of treatment would include stabilization of soils with cement, neutralization and other simple forms of non-thermal treatment. Evaporation of organics and dilution are not permissible.

9330.6 Non-RCRA Regulated Wastes

Several options exist for disposal, treatment or recycling of wastes and recovered products that are not subject to RCRA requirements. Following is a brief summary of each option and recommended procedures.

9330.7 Used Oil Recyclers

Used oil recyclers can process recovered oil and oil/water mixtures into reusable products. Used oil transporters must be certified by WDNR. Used oil recycle facilities must be registered with WDNR and approved to use the general permit for used oil recycling.

9330.8 Waste-to-Energy Incinerators

Waste-to-Energy (WTE) Incinerators produce energy from the incineration of municipal solid wastes. Depending on the nature of the material to be disposed of, WTE facilities may be a viable option for disposal of oil debris and/or soils. WTE facilities must have an air permit and a power plant site certification from WDNR.

9330.9 Soil Thermal Treatment Facilities (STFF's)

Soil Thermal Treatment Facilities (STFFS's) use heat to remove petroleum contaminants from soil, resulting in clean soil for various uses. STFF's are an option for petroleum contaminated provided that the soils are not classified as a hazardous waste as defined in 40 C FR 261. STFF's must have a WDNR air permit and be approved to use the general permit for soil thermal treatment.

9330.10 Land Filling

Land filling of soil and debris which is non-hazardous and non-saturated in a lined Class I landfill in an acceptable disposal option. Landfills must be permitted by the IL EPA or MI DNR. Decisions regarding acceptance of wastes are at the discretion of the landfill operator. Laboratory analysis of waste may be required prior to acceptance. In some cases, treatment of petroleum contaminated soil may include land farming. This process involves spreading the soil in a thin layer over an impermeable liner or surface. The contaminant reduction is caused by a combination of volatilization, biodegradation, and photodegradation.

9330.11 Communication Plan

This section establishes which radio frequencies will be used for inter-agency communication in an oil spill response. Most of the frequencies are within the marine band of the VHF-FM spectrum. A secondary purpose is to identify the operating frequencies used by principal federal, state, and local agencies, and provide an overview of those agencies' capabilities and resources.

Implementation of this plan will be a slow process. No party involved in the response should expect communications to be established immediately. All aspects of this plan can be expected to be in place within the first two days.

9340 Establishing of Communications

One of the primary problems encountered by responders at a spill is establishing communications between themselves. One major cause of this problem is incompatible radios and radio frequencies. This problem must be overcome and direct action and accountability for the communications function taken at a spill. To accomplish this, communications on scene will be established and directed by a Communications Team operating out of a Communications Center.

9350 Communications Team

9350.1 Communications Team Structure

The Communications Team shall consist of the following:

(2) Coast Guard Telecommunications Petty Officers
(1) Coast Guard Telephone Technician Petty Officer
(2) Amateur Radio Operators
(2) Coast Guard Auxiliarists

Civil Air Patrol radio operators and technicians in addition to other Coast Guard Auxiliary and Coast Guard will also supplement the Communications Team resources. The senior Group Milwaukee Telecommunication petty officer will be the Communications Team Leader. The Communications Officer at Marine Safety Office Chicago shall provide guidance and support to the Communications Team Leader. Communications equipment such as radios and a van(s) to serve as the Communications Center will be obtained from the Coast Guard Auxiliary, (see Appendix 11, TAB D of this Annex), or via Coast Guard Atlantic Area as outlined in Appendix 11, TAB C, Part 7 of this Annex or from local resources.

9350.2 Communications Team Objectives

The objectives/tasks of the Communications Team are:

- Enhance interagency communications between field responders on scene as well as between the field responders and the Unified Command Post.

- Provide MT1 000 hand held radios to Coast Guard, DNR, LEPC, the Responsible Party, the commercial contractor, fire department, the Unified Command Center and other responders as necessary.

- Provide technical support and coordinate and assist with other communications functions, such as facsimile and telephone installation, for the Unified Command Post and then within the Communications Center. Use this section to initially record and make any updates necessary for providing a list of frequencies, phone, cellular and facsimile numbers to the Unified Command Post and field responders.

- Maintain a list of standard operating frequencies of the responding agencies such as the Wisconsin DNR, county LEPCs, fire department, police department and Coast Guard.

- Organize talk groups, which will consist of certain agencies assigned to a specific channel on an MT1 000 hand held radio so as to provide communications with any other agency on scene, overcoming the obstacle of incompatible radios and frequencies.

- Distribute the list of standard radio procedures and frequencies for the communications nets created on the Wisconsin Division of Emergency Government frequencies by the Communications Team. These frequencies shall correspond to a specific talk group, which are designated below.

- Act as Net Control Operator for the 6 talk groups to be formed on Division of Emergency Government Channels 8 through 14 (156.000 kHz).

- Assign newly arriving responding agencies to a talk group or create new talk groups as needed.

- Designate a secondary means of communication using cellular phones.

- Use the High Frequency (HF) radio provided by the Coast Guard Auxiliary Communications Van to develop a communications link between Coast Guard and Civil Air Patrol aircraft with the Unified Command Post. An “Air Boss” shall man this position in the Communication Center.

- Grant permission for an agency to talk outside their talk group.

- Enforce brevity in radio I transmission.

9360 Internal Operations Communications

Each responding agency will be encouraged to use its own internal communications for operations. Use the following forms to organize communications:

9360.1 OPERATING FREQUENCIES, PHONE'S AND FAX'S,

_____ COUNTY

Entity	Radio Frequency	Phone#	Fax#
Emergency Operations Center			
Local Emerg. Planning Committee			
WIDNR			
Fire Department			
Police Department			
Sheriffs Department			
HAZMAT Team			

TALK GROUPS AND TALK GROUP FREQUENCIES

OPERATIONS
Talk Group 1 (CH-8)
Coast Guard
Responsible Party
Commercial Contractor
DNR

COMMAND
Talk Group 2 (CH-9)
Unified Command Post
LEPC
Communications Center

SUPPORT
Talk Group 3 (CH-10)
Fire Department
Police Department
Red Cross/Fire Bell

DAMAGE ASSESSMENT
Talk Group 4 (CH-11)
U.S. Fish & Wildlife Service
Scientific Support Coordinator
Environmental Group

AIR OPERATIONS
Talk Group 5 (CH-12)
Coast Guard Aircraft
Civil Air Patrol Aircraft

MISCELLANEOUS
Talk Group 6 (CH-13)
Utility Channel

MISCELLANEOUS
Talk Group 7 (CH - 14)
Utility Channel

TELEPHONES

Agency	Phone#	Fax#
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		
19.		
20.		

CELLULAR PHONES

Agency	Phone#
1.	
2.	
3. 4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	

COMMUNICATIONS CENTER

Radio Frequency	Phone#	Fax#
1.		
2.		
3.		
4.		

9360.2 TALK GROUPS AND TALK GROUP FREQUENCIES

Talk groups will be formed on the following Division of Emergency Government frequencies with a Communications Center Net Control Officer assisting the flow of traffic in accordance with the traffic's priority. All channels transmit on the 156.000 kHz Band:

OPERATIONS
Talk Group 1 (CH-8)
Coast Guard
Responsible Party
Commercial Contractor
DNR

COMMAND
Talk Group 2 (CH-9)
Unified Command Post
LEPC
Communications Center

SUPPORT
Talk Group 3 (CH-10)
Fire Department
Police Department
Red Cross/Fire Bell

DAMAGE ASSESSMENT
Talk Group 4 (CH-11)
U.S. Fish & Wildlife Service
Scientific Support Coordinator
Environmental Group

AIR OPERATIONS
Talk Group 5 (CH-12)
Coast Guard Aircraft
Civil Air Patrol Aircraft

MISCELLANEOUS
Talk Group 6 (CH-13)
Utility Channel

MISCELLANEOUS
Talk Group 7 (CH - 14)
Utility Channel

9370 Joint Radio Operation Procedures

Below are the standard radio procedures to be used by the members of the talk groups. Talk Group members are not to use codes on these communications nets.

- Review operations procedures prior to using the radio.
- Wait for a clear channel before transmitting.
- Microphone should be 1-2 inches from mouth and at a 45-degree angle.
- Do not shout, or talk too softly.
- Speak slowly, clearly, and avoid rushing.
- Use tactical call signs when ever possible (e.g., EOC, Command Post, etc.)
- Establish contact as follows:
  “Called station call sign”, this is “Your Call Sign”, Over
- Send all messages using clear test (NO CODES!).
- Always use easily understood words.
- Use a 24-Hour clock when referencing time.
- If you expect a response, end transmission with OVER.
- If you expect no response, end transmission with OUT.
- Always yield channel for emergency or more urgent traffic.
- Stay on the assigned channel.
-

9370.1 Portable Radio Procedures

- Keep antenna vertical and fully erect.
- Keep People away while you are transmitting.
(BACKGROUND NOISE CAN GARBLE TRANSMISSION).
- Protect portable radio from the elements.
- If you have trouble making contact:
Move radio around
Replace battery
Replace radio
Replace operator

9370.2 Radios

The FCC assigns Coast Guard radio frequencies. Frequencies currently used by the MSO are in the marine band. USCG Group and Air Stations use their own frequencies when prosecuting cases for MSO Chicago and usually pass their information to the MSO on channel 81A, by message, or by phone.

Use of Coast Guard frequencies and radios during pollution response is governed by FCC and USCG regulations, and by COTP Chicago direction. Cleanup contractors are authorized to use 81A to communicate with MSO Chicago and other USCG units. Commercial contractors should choose another marine band or land based frequency that's available for public use, for their internal communications.

9370.3 Telephones

In the event of an emergency, the government accounts department of XXX will install phone lines and lease telephones anywhere in the COTP Chicago Area Response Zone. The following numbers should be called to arrange for new phone lines:

9370.4 USCG Headquarters Teleconference Procedures

9370.41 Capability

The telephone equipment presently installed in the Coast Guard Headquarters Command Center (Flag Plot and the National Response Center) enables Command Center watch standers to establish a variety of teleconferences. This service is available to authorized personnel during situations in which teleconferencing would enhance Coast Guard operations or Federal response capabilities, including planning. The system provides conferencing capabilities to or from any location accessible by phone. Each conference bridge, of which there are two is capable of establishing a single conference of up to 60 participants, or up to 8 separate conferences with a total of 60 lines involved. The connections may be made via FTS and/or commercial lines.

9370.42 Authorized Use

Teleconference service is available to Coast Guard Headquarters field personnel through Flag Plot or the National Response Center, and to NRT or RRT representatives, and representatives

of those Federal On-Scene Coordinators designated under the authority of the National Contingency Plan, through the National Response Center.

9370.43 Conference Type

There are three methods of establishing a teleconference on the Conference Bridge:

Operator Manual Dial

A Coast Guard Headquarters Command Center watch stander must originate the connection to each conferee. As contact is made, conferees are placed on hold until all participants have been reached. When all participants are on the Conference Bridge, the watch stander will begin the conference. The watch stander may add new members at any time during the conference. Since this conference method superimposes the burden of conference administration on the already limited resources of the Command Center, it should be used only when other conference methods are inappropriate.

Meet Me

Each conferee is given a predesignated phone number that will ring directly into the Conference Bridge. The participants are responsible for dialing into the bridge at the pre-scheduled time of the conference. The Command Center watch stander will answer the calls as they arrive and place them into the correct conference. Fast conference buildup is an advantage offered by this method of teleconferencing. It has the added advantage of relieving the watch stander from having to dial all participants individually. This method also gives participants the option of entering the conference on an "as interested" basis.

Auto-Hook

Requires no Command Center watch stander involvement during the conference. The watch stander places a portion of the bridge into the "Auto-Hook" mode for a predesignated period of time and assigns each participant a phone number. The conferees are then able to dial into the bridge at any time agreed upon by the participants. As participants dial in, the bridge auto-answers and the caller is placed into a conference with others who have called. Participants may enter and leave the conference as often as necessary. To ensure that only authorized callers enter the conference, a security code may be issued which would be keyed in when the bridge answers. If the Command Center watch stander is needed, any conference participant may dial "0" activating a signal for the watch stander to enter the conference.

9370.44 Recording

Any teleconference in which a watch stander is present will be recorded. Recording in the Auto-Hook mode requires watch stander assistance, which can be gained by dialing "0" once any portion of the conference has been established. Speakerphones should not be used by conferees during the conference, since their use results in serious degradation of sound quality for all participants.

9370.45 Procedure to Request a Conference

Routine request for a teleconference must be made to the respective Command Center Duty Officer at the numbers listed below a minimum of one (01) day in advance of the conference date. Emergency conferences may be requested at any time.

Flag Plot: (202) 267-2100

NRC: (202) 267-2173; (800) 424-8802

The Flag Plot Duty Officer will service conference requests concerning Coast Guard operations, law enforcement, public relations, and congressional and international affairs. The National Response Center will service teleconference requests concerning environmental issues, marine inspections, port safety, and other subjects. The party making the request should determine which Duty Officer to call.

The Duty Officer will determine availability of the service and make recommendations regarding the type of conference to be made. The "Auto-Hook" teleconference is generally recommended since it minimizes the administrative burden at the Command Center watch personnel. If the "Operator Manual Dial" is utilized, the person requesting the conference must provide a list of parties to be called along with their phone numbers. Final determination of conference type and availability rests with Commandant (G-TGC). Regardless of the teleconference method proposed, the party requesting the service must identify a single point of contact for conference coordination. Since availability of teleconferencing equipment is subject to change the point of contact for the requesting office or unit should contact the Command Center to confirm teleconference arrangements early in the day for which the conference is requested.

9370.5 Portable Telephones

The MSO Chicago CO, XO, OOD, CDO, Chief, Port Operations Department and Inspector/Investigating Officer all have hand held cellular telephones with voice mail options and power adapters for use in vehicles. The MSD Grand Haven Supervisor, Senior Investigating Officer and CDO also have cellular telephones. When attempting to reach an MSO member that is not available at home or in the office, call the cellular number and either wait for an answer or leave a voice mail message.

MSO Chicago 24-Hour Watch: (630) 986-2175

9370.6 Telefax

Facsimile (FAX) transmission by phone line is an excellent way to exchange complex information quickly and accurately, particularly between response agencies, technical experts, other Coast Guard units, and shipping companies. Most agencies have a dedicated fax line and machine.

9370.7 Computer Communication Systems

Coast Guard Standard Workstation (SWIII) allows communications with other similarly equipped computers via e-mail to exchange text, data, photos and graphics.

This system, which connects to the Sprintnet system, allows MSO Chicago to also communicate with the Automated Mutual Assistance Vessel Rescue System (AMVER) system and the Marine Information For Safety And Law Enforcement (MISLE) system.

E-Mail is the mainstay of the MSO's present communication system. It allows direct connection to all all units and most personnel in the Coast Guard.

9370.71 Computer Information Resources

Hazardous Materials Information Exchange

The Hazardous Materials Information Exchange (HMIX) is a computerized bulletin board designed especially for the distribution and exchange of hazardous materials information. The HMIX provides centralized databases for sharing information pertaining to hazardous materials emergency management, training, resources, technical assistance, and regulations. With the HMIX, you can retrieve information, provide information to other users, or interact with peers. During an emergency chemical data may be available if the name of the substance is known.

There are three primary features of HMIX, Bulletins, Electronic Mail, and File Transfer. Bulletins are numerous areas or "Topics" of interest that can be viewed on the screen or downloaded to your system. Electronic mail allows users to transfer messages with other users. File transfer is the ability to upload or download information from your system to the HMIX

Anyone with an interest in hazardous materials may access the database either through the HMIX electronic bulletin board via modem or by contacting an information system technician during business hours. A "User Guide" is available from HMIX, FEMA, or RSPA. The phone number to call is 1-800-PLAN FOR. In order to access the HMIX the following equipment is necessary: a computer, communications software, and a modem (300-9600 baud) To serve the hazardous materials community, the HMIX is available 24 hours a day, 7 days a week. Each user is allowed 30 minutes of access time per session an the system.

In 1988, the Great Lakes Commission established the Emergency Preparedness Task Force to develop a strategy to strengthen the region's ability to anticipate, prevent and respond to oil and hazardous material spills. The Emergency Task Force is presently collecting data for a computerized regional emergency response inventory, which will provide up-to-date information to planners and responders. The system will house information on equipment, supplies and other resources for the Great Lakes, Ohio River and Upper Mississippi River regions.

This data base, the Great Lakes Area Computerized Inventory for Emergency Response (GLACIER) Regional Emergency Response Inventory will be placed into the HMIX system.

a. Accessing the HMIX

The necessary tools: a computer communications software modem capable of transmitting at 9600, 2400, or 300 baud

The modem setup: No parity 8 data bits 1 stop bit VT-100 or TTY emulation

The system operators calling the technical assistance number listed below can provide specific instructions for some of the more common communications software packages.

Dial the HMIX through your computer, 708-972-3275.

Having problems accessing the system? For technical assistance contact the system operators an a toll-free number, Monday through Friday between 8:300 a.m. and 5:00 p.m. Central Time at 1-800-PLAN FOR (1-800-752-6367).

Spill Planning, Exercise and Response System

The Spill Planning, Exercise and Response System (SPEARS) is a computer based tool developed cooperatively by the U. S. Coast Guard and NOAA for use by the Coast Guard On Scene Coordinator.

It was developed to deal solely with responding, planning, and exercising for chemical and oil incidents. Rather than starting from scratch, other computer-aided tools were adapted for SPEARS. These included the Computer-Aided Management of Emergency operations (CAMEO) program, the NOAA. Spill Tools program, and the digital TIGER maps from the U.S. Bureau of Census. SPEARS also strategically builds on existing data sources by importing facility, contact, and past spills information from the Marine Safety Information System (MSIS). SPEARS uses the 4,000 hazardous substances database and chemical inventories templates from CAMEO.

SPEARS can be used to perform risk analysis by identifying facilities or locations that show greater potential for serious incidents, and focus prevention and enforcement activities. Spill scenarios and other comprehensive plans from the Area Contingency Plan can be referenced and geographic positions with corresponding information can show on digital maps of the area.

During responses SPEARS may provide information on the spilled material and the involved facility and also provide a means to visually display the incident and tactical actions undertaken in a geographic context using digital maps. SPEARS provides a means to track spill activities and evaluate alternative mitigation strategies, techniques and tools.

9370.8 Portable Radios

MSO Milwaukee radio communication resources include a 25 Watt MCX-1000 radio installed in the Port Operations office, a Triton mobile radio in the response van (MOBILE ONE) and a Triton mobile radio in the response truck (MOBILE TWO), Additional resources include several hand held portable VHF-FM radios. MSD Sturgeon Bay also has a mobile radio in their response truck (MOBILE 3).

9370.9 Portable Communication Trailers

Transportable Communications Central (TCC) units are self contained, prepositioned, rapidly deployed USCG maintained communications modules that operate in the HF, VHF, and UHF bands. They can be used for ground to air, ground-to-ship and point to point non-secure communications. The TCC consists of an air equipment shelter/trailer with installed electronic equipment and one portable gasoline generator.

Procurement/Support of the TCC shall be requested via CCG-D9 (o) at (216) 979-3984. The Chief Telecommunications Operations Section will coordinate the assignment of a TCC, through MLCLANT area and assist in the assignment of radiomen for the TCC. MSO Milwaukee must provide hotel services for TCC operators. - Further guidance is provided in CCGDNINE Instruction M2000.1. (Ninth District Telecommunications Plan)

9380 Frequencies

9380.1 USCG

Marine Band Channel 81 A

Operates at 157.075 MHz and is the primary MSO Milwaukee operating frequency. 81A is also the national marine pollution response coordination channel. 81A is the primary means of radio communication between MSO Milwaukee, field teams, and contractor teams in pollution cases.

Marine Band Channel 83A

Operates at 157.175 MHz and is the USCG Auxiliary primary operating channel. COTP Milwaukee may preempt the use of this channel in emergencies. 83A is used as an overflow channel for 81A during pollution case prosecution.

Marine Band Channel 22A

Operates at 157.100 MHz and is the primary USCG public liaison channel. Urgent marine broadcasts are announced on 16 and are broadcast on 22A. During a pollution case, 22A may be used by USCG Stations to inform mariners of hazardous conditions or restrictions on the use of waterways.

Marine Band Channel 16

Operates at 156.800 MHz and is the international hailing and distress frequency. In a pollution case, 16 may be used by USCG Group Milwaukee to alert mariners to urgent COTP Milwaukee information broadcast on 22A. Only in the most extreme cases would MSO Milwaukee broadcast information directly on 16. NOTE: FCC regulations prohibit the use of Channel 16 by land mobile stations and non-SAR land fixed stations.

Marine Band Channels 21 A and 23A

Operate at 157.050 MHz and 157.150 MHz " and are the USCG operational channels. The Commander, Group Milwaukee, controls use of these channels. During a pollution case, information would be exchanged and these channels and relayed to MSO Milwaukee, unless conditions sufficiently urgent to require direct COTP Milwaukee use.

9380.2 Fire Department HAZMAT Team Frequencies

Green Bay Area

Green Bay Fire Department HAZMAT Team communicates on channel 16 & 18.

Milwaukee Area

Milwaukee Fire Department HAZMAT Team communicates on channels 13, 16, 22, & 23.

Door County Area

Sturgeon Bay Fire Department and Washington Island Fire Department communicate on frequency 154.175 MHz.

9390 Staging Areas

9390.1 Staging Areas

Depending on the location of the incident, staging area's can be designated in a variety of locations. Coordination with State and Local agencies is crucial and should be addressed with appropriate members of the Unified Command as soon as resources dictate the need for staging areas.

9000 List of Agreements

9500 Memorandums of Understandings (MOU)

9510.1 MOU BETWEEN THE ENVIRONMENTAL PROTECTION AGENCY AND THE UNITED STATES COAST GUARD Signed 6 September 1979

This MOU between the U.S. Coast Guard and the Environmental Protection Agency states the agreement between the two services that the responsibility for the mitigation of damage to the public health and welfare caused by the discharge of hazardous substances shall be shared. To obtain a copy of this letter, contact the Port Operations Department at U.S. Coast Guard Marine Safety Office in Milwaukee, WI at (414) 747-7155.

9510.2 MOU BETWEEN THE ENVIRONMENTAL PROTECTION AGENCY, THE NATIONAL INSTITUTE FOR OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION and THE UNITED STATES COAST GUARD, Signed 18 December 1980

This MOU between the U.S. Coast Guard, the Environmental Protection Agency and the National Institute for Occupational Safety and Health Administration provides guidance for the protection of workers who investigate and clean up hazardous waste sites and respond to hazardous substance emergencies. To obtain a copy of this letter, contact the Port Operations Department at U.S. Coast Guard Marine Safety Office in Milwaukee, WI at (414) 747-7155.

9510.3 MOU BETWEEN THE ENVIRONMENTAL PROTECTION AGENCY AND THE UNITED STATES COAST GUARD, Signed 01 January 82.

The U.S. Coast Guard and the Environmental Protection Agency agree that a mechanism is required to fund to fund USCG costs incurred during emergency response to releases, or the threats of releases of hazardous substances or pollutants or contaminants. This Memorandum of Understanding establishes the accounting, contracting, and fund management control policies and procedures for USCG response actions. To obtain a copy of this letter, contact the Port Operations Department at U.S. Coast Guard Marine Safety Office in Milwaukee, WI at (414) 747-7155.

9510.4 MOU BETWEEN ENVIRONMENTAL PROTECTION AGENCY AND THE UNITED STATES. COAST GUARD Signed 4 January 1982

This MOU between the U.S. Coast Guard and the Environmental Protection Agency is a Letter of Agreement to provide pre-consultation and concurrence for the authorization of limited use of dispersants and other chemicals on oil spills by pre-designation USCG On-Scene Coordinators. To obtain a copy of this letter, contact the Port Operations Department at U.S. Coast Guard Marine Safety Office in Milwaukee, WI at (414) 747-7155. For further information on Dispersants use and other Chemical Countermeasures, refer to Annex G of this Area Contingency Plan.

9510.5 MOU BETWEEN THE DEPARTMENT OF THE INTERIOR AND TRANSPORTATION. Signed 16 August 1971

In order to assure the most efficient use of resources under the National Oil and Hazardous Substances Pollution Contingency Plan, the Secretaries of the Department of the Interior and Transportation agree to share responsibilities in reference to Hazardous Substance Release Response. To obtain a copy of this letter, contact the Port Operations Department at U.S. Coast Guard Marine Safety Office in Milwaukee, WI at (414) 747-7155.

9510.6 MOU BETWEEN THE U.S. FISH AND WILDLIFE SERVICE AND THE U.S. COAST GUARD. Signed 24 July 1979

The purpose of this agreement is to specify the conditions and procedures under which the U.S. Fish and Wildlife Service will provide the U.S. Coast Guard Federal On-Scene Coordinators with appropriate technical expertise as well as services in support of the Federal Government's efforts to control and clean up oil and hazardous chemical discharges. To obtain a copy of this letter, contact the Port Operations Department at U.S. Coast Guard Marine Safety Office in Milwaukee, WI at (414) 747-7155.

9510.7 MEMORANDUM OF UNDERSTANDING FOR THE U.S. COAST GUARD AUXILIARY IN SUPPORT OF THE MARINE ENVIRONMENTAL PROTECTION PROGRAM. Signed 23 May 1995.

Through mutual involvement and commitment, a Coast Guard objective has been set to mobilize the Coast Guard Auxiliary in a dynamic "Team Coast Guard" approach, which actively engages Auxiliarists as "Full Partners" in aggressively promoting marine environmental protection and effectively reducing pollution in our nation's waterway. To obtain a copy of this letter, contact the Port Operations Department at U.S. Coast Guard Marine Safety Office in Milwaukee, WI at (414) 747-7155.

9510.8 MEMORANDUM OF UNDERSTANDING BETWEEN THE DIRECTOR OF MILITARY SUPPORT (DOMS) AND THE U.S. COAST GUARD. Signed 12 Aug 1996.

This MOU specifies the procedures by which the U.S. Coast Guard can request the U.S. Air Force Reserve to provide aircraft, equipment and personnel for the application of oil dispersants during oil spill cleanup and removal operations and establish interagency cost reimbursement. . To obtain a copy of this letter, contact the Port Operations Department at U.S. Coast Guard Marine Safety Office in Milwaukee, WI at (414) 747-7155

Appendix A

Acronyms

AC	Area Committee
ACOE	Army Corp of Engineers
ACP	Area Contingency Plan
ALOHA	Aerial Location of Hazardous Atmospheres
AMPD	Average Most Probable Discharge
AOR	Area of Responsibility
API	American Petroleum Institute
ARC	American Red Cross
AST	Atlantic Strike Team
ATP	Authorization To Proceed
ATSDR	Agency for Toxic Substance and Disease Registry
BIA	Bureau of Indian Affairs
BLM	Bureau of Land Management
BNM	Broadcast Notice to Mariners
BOA	Basic Ordering Agreement
BOM	Bureau of Mines
BR	Bureau of Reclamation
CAER	Community Awareness and Emergency Response Program
CWA	Clean Water Act
CAMEO	Computer Aided Management of Emergency Operations
CANUSLAK	Joint Canada/US Marine Pollution Contingency Plan Annex One Great Lakes
CAT	State Funded Chemical Assessment Team
CCGD9	Commander, Ninth Coast Guard District
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CHRIS	Chemical Hazard Response Information System
CHEMTREC	Chemical Transportation Emergency Center
CIS	Chemical Information System
CLIN	Contract Line Number (USCG Contract with contractor)
CMA	Chemical Manufacturers Association
COE	U.S. Army Corps of Engineers
COIL	Central Oil Identification Lab (now called Marine Safety Laboratories – MSL)
COMDTINST	Commandant Instruction (USCG)
COTP	Captain of the Port
CP	Command Post
CPN	CERCLA Project Number
CWA	Clean Water Act, as amended by OPA, 33 USC 1251 et. seq.
DAS	Department of Administrative Services
DEM	Division of Emergency Management
DHHS	Department of Health and Human Services
DOA	Department of Agriculture
DOC	Department of Commerce
DOD	Department of Defense
DOE	Department of Energy
DOHS	Department of Health Services

DOI	Department of Interior
DOJ	Department of Justice
DOL	Department of Labor
DOS	Department of State
DOT	Department of Transporation
DPS	Department of Public Safety
DRAT	District Response Assist Team
DRC	Department of Rehabilitation and Correction
DRG	District Reponse Group
EMA	Emergency Management Agency
EMC	Emergency Management Coordinator
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
EPRCRA	Emergency Planning and Right-to-Know Act of 1986 (Title III SARA)
ERC	Emergency Response Commission
ERT	Emergency Response Team
ESI	Environmental Sensitivity Index
FAX	Facsimile
FEMA	Federal Emergency Management Agency
FINCEN	Finance Center (USCG)
FOSC	Federal On-Scene Coordinator (EPA or USCG)
FPN	Federal Project Number
FUND	Oil Spill Liability Trust Fund
FWPCA	Federal Water Pollution Control Act
GLC	Great Lakes Commission
HACS	Hazard Assessment Computer System (USCG)
HHS	Department of Health and Human Services
HWM	Hazardous Waste Manifest
IAG	Interagency Agreement
IC	Incident Commander
ICS	Incident Command System
IJC	International Joint Commission
JIC	Joint Information Center
JPIC	Joint Public Information Center
JPT	Joint Canada/US Preparedness Team
JRT	Joint Canada/US Response Team
LEPC	Local Emergency Planning Committee
LUFS	Large Unit Financial System (USCG)
MARPOL	73/78 International Convention of the Prevention of Pollution From Ships
MDNR	Michigan Department of Natural Resources
MDEQ	Michigan Department of Environmental Quality
MLCLANT	Maintenance and Logistics Command Atlantic (USCG)
MOU	Memorandum of Understanding
MMPD	Maximum Most Probable Discharge
MOU	Memorandum of Understanding
MSIS	Marine Safety Information System (USCG)
MSM	Marine Safety Manual (USCG)
MSN	Marine Safety Network
MSO	Marine Safety Office (USCG)

NCP	National Contingency Plan
NIOSH	National Institute for Occupational Safety and Health
NOAA	National Oceanic and Atmospheric Admininstration
NPDES	National Pollution Discharge Elimination System Permit
NPFC	National Pollution Funds Center
NPL	National Priorities List
NPS	National Park Service
NRC	National Response Center
NRT	National Response Team
NSFCC	National Strike Force Coordination Center
NWR	National Wildlife Refuge
OHMTADS	Oil and Hazardous Materials Technical Assistance Data System
OPA	Oil Pollution Act of 1990
OPTAR	Operating Target (USCG Budget)
OSC	On-Scene Coordinator
OSHA	Occupational Safety and Health Administration
OSLTF	Oil Spill Liability Trust Fund
OSRO	Oil Spill Removal Organization
PAC	Port Area Committee
PEAS	Pollution Emergency Alerting System (MI DEQ)
PIAT	Public Information Assist Team (USCG)
PIO	Public Information Officer
PIRS	Pollution Information Reporting System (USCG)
POLREPS	Pollution Report
PREP	National Preparedness for Response Exercises Program
PRFA	Pollution Removal Funding Authorization
PWSA	Ports and Waterways Safety Act
RCP	Regional Contingency Plan
RCRA	Resource Conservation and Recovery Act
RHMRT	Regional Hazardous Material Response Team
RNO	Regional News Office
RP	Responsible Party
RPM	Remedial Project Manager (EPA)
RQ	Reportable Quantity
RRT	Regional Response Team
RSPA	U.S. Research and Special Programs Administration
SARA	Superfund Amendment and Reauthorization Act of 1986
SCBA	Self-Contained Breathing Apparatus
SERC	State Emergency Response Commission
SERT	State Funded Emergency Response Team
SONS	Spill of National Significance
SOSC	State On Scene Coordinator
SPCC	Spill Prevention Control and Countermeasure
SPEARS	Spill Planning, Exercise and Response System
SSC	Scientific Support Coordinator (NOAA)
TCC	Transportable Communications Center
TERC	Tribal Emergency Response Commission
UCS	Unified Command System
USDA	U. S. Department of Agriculture

USCG	United States Coast Guard
U.S. EPA	United States Environmental Protection Agency
USFWS	Unites States Fish and Wildlife Service
VOSS	Vessel of Opportunity Skimming System
WCD	Worst Case Discharge
WI DEM	Wisconsin Department of Emergency Management
WI DNR	Wisconsin Department of Natural Resources

DEFINITIONS

Activation – means notification by telephone or other expeditious means or, when required, the assembly of some or all appropriate members of the RRT or NRT.

Agency Representative – individual assigned to an incident from an assisting or cooperating agency who has been delegated full authority to make decisions on all matters affecting their agency's participation at the incident. Agency Representatives report to the Liaison Officer.

Air Operations Branch Director – the person primarily responsible for preparing and implementing the air operations portion of the Incident Action Plan. Also responsible for providing logistical support to helicopters operating on the incident.

Allocated Resources – resources dispatched to an incident.

Alternative Response Technologies (ART) – response methods or techniques other than mechanical containment or recovery. ART may include use of chemical dispersants, in-situ burning, bioremediation, or other alternatives. Application of ART must be authorized and directed by the FOSC.

Area Committee – as provided for by Sections 311(a)(18) and (j)(4) of the Clean Water Act (CWA), means the entity appointed by the President consisting of members from qualified personnel of Federal, State, and Local agencies with responsibilities that include preparing an Area Contingency Plan (ACP) for the area designated by the President. The Area Committee may include ex-officio (i.e. non-voting) members (e.g., industry and Local interest groups).

Area Contingency Plan (ACP) – as provided for by Sections 311(a)(19) and (j)(4) of CWA, means the plan prepared by an Area Committee that is developed to be implemented in conjunction with the NCP and RCP, in part to address removal of a worst case discharge and to mitigate or prevent a substantial threat of such a discharge from a vessel, offshore facility, or onshore facility operating in or near an area designated by the President.

Assigned Resources – resources checked-in and assigned work tasks on an incident.

Assignments – tasks given to resources to perform within a given operational period, based upon tactical objectives in the Incident Action Plan.

Assistant – a title for subordinates of the Command Staff positions. The title indicates a level of technical capability, qualifications, and responsibility subordinate to the primary positions. Assistants may also be used to supervise unit activities at camps.

Assisting Agency – an agency directly contributing tactical or service resources to another agency.

Available Resources – incident-based resources which are immediately available for assignment.

Base – that location at which the primary logistics functions are coordinated and administered. (Incident name or other designator will be added to the term "Base"). The Incident Command Post may be collocated with the base. There is only one base per incident.

Biological Additives – means microbiological cultures enzymes, or nutrient additives that are deliberately introduced into an oil discharge for the specific purpose of encouraging biodegradation to mitigate the effects of the discharge.

Branch – that organizational level having function/geographic responsibility for major incident operations. The Branch level is organizationally between Section and Division/Group in the Operations Section, and between Section and Units in the Logistics Section.

Burning Agents – means those additives that, through physical or chemical means, improve the combustibility of the materials to which they are applied.

Cache – a pre-determined complement of tools, equipment and/or supplies stored in a designated location, and available for incident use.

Camp – a geographical site, within the general incident area, separate from the base, equipped and staffed to provide sleeping areas, food, water, and sanitary services to incident personnel.

CERCLA – is the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended by the Superfund Amendments and Re-authorization Act of 1986 (SARA).

Check-In – the process whereby resources first report to an incident. Check-in locations include: Incident Command Post (Resources Unit), Incident Base, Camps, Staging Areas, Helibases, Helispots, and Division Supervisors (for direct line assignments).

Chemical Agents – means those elements, compounds, or mixtures that coagulate, disperse, dissolve, emulsify, foam, neutralize, precipitate, reduce, solubilize, oxidize, concentrate, congeal, entrap, fix, make the pollutant mass more rigid or viscous, or otherwise facilitate the mitigation of deleterious effects of the removal of the pollutant from the water.

Chief – the ICS title for individuals responsible for command of functional sections: Operations, Planning, Logistics and Finance.

Clear Text – the use of plain English in radio communications transmissions. No Ten Codes, or agency specific codes are used when using Clear Text.

Coastal Zone – as defined for the purposes of the NCP, means all United States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on the inland rivers, waters of the contiguous zone, other waters of the high seas subject to the NCP, and the land surface or land substrate, ground waters, and ambient air proximal to those waters. The term coastal zone delineates an area of federal responsibility for response action. Precise boundaries are determined

by EPA/USCG agreements and identified in Federal regional contingency plans. See Section 1400 for the coastal zone of this plan.

Coastal waters – as defined in the NCP, for the purposes of classifying the size of discharges, the waters of the coastal zone except for the Great Lakes and specified ports and harbors on inland rivers. Precise boundaries are identified in U.S. Coast Guard/U.S. Environmental Protection Agency agreements, Federal Regional Contingency Plans and Area Contingency Plans.

Command – the act of directing, ordering and/or controlling resources by virtue of explicit legal, agency, or delegated authority. May also refer to the Incident Commander/Unified Command.

Command Post – See Incident Command Post.

Command Staff – the Command Staff consists of the Information Officer, Safety Officer, and Liaison Officer, who report directly to the Incident Commander. They may have an assistant or assistants, as needed.

Community Relations Coordinator – means lead agency staff who work with the FOSC/RPM to involve and inform the public about the Superfund process and response actions in accordance with the interactive community relations requirements set forth in the NCP.

Communication Unit – a vehicle (trailer or mobile van) used to provide the major part of an incident Communication Center.

Cooperating Agency – an agency supplying assistance other than direct tactical or support functions or resources to the incident control effort (e.g. Red Cross, telephone company, etc.).

Cost Unit – functional unit within the Finance Section responsible for tracking costs, analyzing cost data, making cost estimates, and recommending cost-saving measures.

Deputy – a fully qualified individual who, in the absence of a superior, could be delegated the authority to manage a functional operation or perform a specific task. In some cases, a Deputy could act as relief for a superior and therefore must be fully qualified in the position. Deputies can be assigned to the Incident Commander, General Staff, and Branch Directors.

Demobilization Unit – functional unit within the Planning Section responsible for assuring orderly, safe and efficient demobilization of incident resources.

Director – the ICS title for individuals responsible for supervision of a Branch.

Discharge – as defined by section 311 (a) (2) of the CWA as amended by OPA 90 includes, but is not limited to, any spilling, leaking, pumping, emitting, emptying, or dumping of oil, but excludes discharges in compliance with a permit under section 402 of the CWA, discharges resulting from circumstances identified and reviewed and made a part of the public record with respect to a permit issued or modified under section 402 of the CWA, and subject to a condition in such permit, or continuous or anticipate intermittent discharges from a point source, identified in a permit or permit application under section 402 of the CWA, that are caused by events occurring with in the scope of relevant operating or treatment systems. For purposes of this plan, discharge shall also mean substantial threat of discharge.

Dispatch – the implementation of a command decision to move resources from one place to another.

Dispatch Center – a facility from which resources are directly assigned to an incident.

Dispersants – those chemical agents that emulsify, disperse, or solubilize oil into the water column or promote the surface spreading of oil slicks to facilitate dispersal of the oil in the water column.

Division – that organization level having responsibility for operation within a defined geographic area or with functional responsibility. The Division level is organizationally between the Task Force/Team and the Branch. (see also "Group").

Documentation Unit – functional unit within the Planning Section responsible for collecting, recording and safeguarding all documents relevant to the incident.

Drinking water supply – as defined by Section 101(7) of CERCLA, means any raw or finished water source that is or may be used by a public water (as defined in the Safe Drinking Water Act, 42 U.S.C. *et seq*.) or as drinking water by one or more individuals.

Economically Sensitive Areas – those areas of explicit economic importance to the public that due to their proximity to potential spill sources may require special protection and include, but are not limited to: public water supplies, publicly managed use areas, and Tribal use areas.

Emergency Medical Technician (EMT) – a health-care specialist with particular skills and knowledge in pre-hospital emergency medicine.

Emergency Operations Center (EOC) – a pre-designated facility established by an agency or jurisdiction to coordinate the overall agency or jurisdictional response and support to an emergency.

Emergency Planning and Community Right-To-Know Act (EPCRA) – Title III Section 300 of SARA; the legislation that created a system of State and Local planning agencies for chemical emergencies and provided a way of communities to gain information about potential chemical hazards. EPCRA's mandates cover three main topics: emergency planning, emergency notification requirements, and requirements for reporting hazardous chemical inventories.

Environment – as defined by section 101(8) of CERCLA, means the navigable waters, the waters of the contiguous zone, and the ocean waters of which the natural resources are under the exclusive management authority of the United States under the Magnuson Fishery Conservation and Management Act, and any other surface water, ground water, drinking water supply or subsurface strata, or ambient air within the United States or under the jurisdiction of the United States.

Environmentally Sensitive Areas – areas identified as a priority for protection and special attention during cleanup in the event of a pollution incident. Typically, the Federal and State Trustees identify these areas. In addition, Area Committees may include any additional areas determined to be "sensitive".

Facilities Unit – functional unit within the Support Branch of the Logistics Section that provides fixed facilities for the incident. These facilities may include the Incident Base, feeding areas, sleeping areas, sanitary facilities, etc.

Federal On-Scene Coordinator – means the federal officials pre-designated by the EPA or USCG to coordinate and direct federal responses under subpart D of the NCP, or the official designated by the lead agency to coordinate and direct removal actions under subpart E of the NCP.

Field Operations Guide (FOG) – a pocketsize manual of instructions on the application of the Incident Command System.

Finance Section – the Section responsible of all incident costs and financial considerations. Includes the Time Unit, Procurement Unit, Compensation/Claims Unit and Cost Unit.

First Federal Official On-Scene – refers to the first federal representative of a participating agency of the National Response Team to arrive at the scene of a discharge or a release. This official coordinates activities under the NCP and may initiate, in consultation with the FOSC, any necessary actions until the arrival of the pre-designated FOSC.

Food Unit – functional unit within the Service Branch of the Logistics Section responsible for providing meals for incident personnel.

Function – in ICS, function refers to the five major activities in the ICS, i.e., Command, Operations, Planning, Logistics and Finance. The term function is also used when describing the activity involved, e.g. "the planning function".

Fund or Trust Fund – means the Hazardous Substance Superfund established by section 9507 of the Internal Revenue Code of 1986.

General Staff – the group of incident management personnel comprised of: Incident Commander, Operations Section Chief, Planning Section Chief, Logistics Section Chief, Finance Section Chief.

Geographic Information System (GIS) – an electronic information system, which provides a geo-referenced database to support management decision-making.

Ground Support Unit – functional unit within the Support Branch of the Logistics Section responsible for fueling, maintaining and repairing vehicles, and the ground transportation of personnel and supplies.

Group – Groups are established to divide the incident into functional areas of operation. Groups are composed of resources assembled to perform a special function not necessarily within a single geographic division (see Division). Groups are located between Branches (when activated) and Resources in the Operations Section.

Hazardous Substance – as defined by section 101(14) of CERCLA, means: Any substance designated pursuant to section 311(b)(2)(A) of the CWA; any element, compound, mixture, solution, or substance designated pursuant to section 102 of CERCLA; any hazardous waste having the characteristics identified under or listed pursuant to section 3001 of the Solid Waste Disposal Act (but not including any waste the regulation of which under the Solid Waste Disposal Act has

been suspended by Act of Congress); any toxic pollutant listed under section 307(a) of the CWA; any hazardous air pollutant listed under section 112 of the Clean Air Act; and any imminently hazardous chemical substance of mixture with respect to which the EPA Administrator has taken action pursuant to section 7 of the Toxic Substances Control Act. The term does not include petroleum, including crude oil or any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance in the first sentence of this paragraph, and the term does not include natural gas, natural gas liquids, liquefied natural gas, of synthetic gas usable for fuel (or mixtures of natural gas and such synthetic gas).

Health and Safety Plan (HASP) – site specific document required by State and Federal OSHA regulations and specified in the Area Contingency Plan (see Appendix G of this plan). The HASP shall at minimum address, include, or contain the following elements:

- health and safety hazard analysis for each site task or operation;
- comprehensive operations workplan;
- personnel training requirements;
- PPE selection criteria;
- site specific occupational medical monitoring requirements;
- air monitoring plan;
- site control measures;
- confined space entry procedures (if needed);
- pre-entry briefings (tailgate meetings, initial and as-needed);
- pre-operations commencement health and safety conference for all incident participants; and
- quality assurance of HASP effectiveness.

Helibase – a location within the general incident area for parking, fueling, maintenance, and loading of helicopters.

Helispot – a location where a helicopter can take off and land. Some helispots may be used for temporary loading.

Incident Action Plan (IAP) – the Incident Action Plan, which is initially prepared at the first meeting, contains general control objectives reflecting the overall incident strategy, and specific action plans for the next operational period. When complete, the Incident Action Plans will have a number of attachments.

Incident Area – legal geographical area of the incident to include affected area and traffic route to corresponding storage and disposal sites.

Incident Base – see Base.

Incident Commander (IC) – the individual responsible for the management of all incident operations.

Incident Command Post (ICP) – that location which the primary command functions are executed and usually collocated with incident base.

Incident Command System (ICS) – a standardized on-scene emergency management concept specifically designed to allow its user(s) to adopt an integrated organizational structure equal to the complexity and demands of single or multiple incidents, without being hindered by jurisdictional boundaries.

Incident Communication Center – the location of the Communications Unit and the Message Center.

Incident Objectives – statements of guidance and direction necessary for the selection of appropriate strategies, and the tactical direction of resources. Incident objectives are based on realistic expectations of what can be accomplished when all allocated resources have been effectively deployed. Incident objectives must be achievable and measurable, yet flexible enough to allow for strategic and tactical alternatives.

Incident Situation Display – the Situation Unit is responsible for maintaining a display of status boards, which communicate critical incident information vital to establishing an effective command and control environment.

Information Officer (IO) – a member of the Command Staff responsible for interfacing with the public and media or with other agencies requiring information on the incident. There is only one Information Officer per incident. The Information Officer may have assistants.

Initial Action – the actions taken by resources which are the first to arrive at an incident.

Initial Response – resources initially committed to an incident.

Inland Waters – for the purpose of classifying the size of discharges, means those waters of the United States in the inland zone, waters of the Great Lakes, and specified ports and harbors on inland rivers.

Inland Zone – as defined by the NCP, means the environment inland of the coastal zone excluding the Great Lakes and specified ports and harbors on inland rivers. The term inland zone delineates an area of Federal responsibility for response action. Precise boundaries are determined by U.S. EPA/USCG agreements and identified in Federal regional and area contingency plans.

Joint Information Center (JIC) – a facility established within or near Incident Command Post where the Information Officer and staff can coordinate and provide information on the incident to the public, media and other agencies. The JIC is normally staffed with representation from the FOSC, State SOSC, IC and RP.

Jurisdiction – the range or sphere of authority. Public agencies have jurisdiction at an incident related to their legal responsibilities and authority for incident mitigation. Jurisdictional authority at an incident can be political/geographical (e.g. city, county, state or federal boundary lines), or functional (e.g. police department, health department, etc.). (see Multi-jurisdiction).

Jurisdictional Agency – the agency having jurisdiction and responsibility for a specific geographical area, or a mandated function.

Landing Zone – see Helispot.

Lead Agency – means the agency that provides the FOSC/RPM to plan and implement response action under the NCP, EPA, USCG, another federal agency, or a State (or political subdivision of a State) operating pursuant to a contract or cooperative agreement executed pursuant to section 104(d)(1) of CERCLA, or designated pursuant to subpart F of the NCP or other agreements may be the lead agency for response action. In the event of a release of a hazardous substance, pollutant, or contaminant [excluding oil spills], where the release is on, or the sole source of the release is from, any facility or vessel under the jurisdiction, custody, or control of Department of Defense (DOD) or Department of Energy (DOE), then DOD or DOE will be the lead agency. Where the release is on, or the sole source of the release is from, any facility or vessel under the jurisdiction, custody, or control of a federal agency other than the EPA, the USCG, DOD, or DOE, then that agency will be the lead agency for remedial actions and removal actions other than emergencies. The federal agency maintains its lead agency responsibilities whether the remedy is selected by the federal agency for non-National Priorities List (NPL) sites or by EPA alone under CERCLA section 120. The lead agency will consult with the support agency, if one exists, throughout the response process.

Leader – the ICS title for an individual responsible for a Task Force/Strike Team, or functional Unit.

Liaison Officer (LO) – a member of the Command Staff responsible for coordinating with representatives from cooperating and assisting agencies.

Local Emergency Planning Committee (LEPC) – a group of local representatives appointed by the State Emergency Response Commission (SERC) to prepare a comprehensive emergency plan for the Local emergency planning district, as required by the Emergency Planning and Community Right-To-Know Act (EPCRA), Title III Section 301(c) of SARA.

Logistics Section – the Section responsible for providing facilities, services and materials for the incident.

Managers – individuals within ICS organizational units that are assigned specific managerial responsibilities (e.g. Staging Area Manager or Camp Manager).

Medical Unit – functional unit within the Service Branch of the Logistics Section responsible for the development of the Medical Emergency Plan, and for providing emergency medical treatment for personnel.

Message Center – the message center is part of the Communications Center and collocated with. It receives, records, and routes information about resources reporting to the incident, resource status, and administration and tactical traffic.

Miscellaneous Oil Spill Control Agent – is any product, other than a dispersant, sinking agent, surface collecting agent, biological additive, or burning agent that can be used to enhance oil spill cleanup, removal, treatment, or mitigation.

Multi-Agency Coordination Group (MAC) – cohesive group of all affected agencies established to aid in the overall response, facilitate briefings and share issues during a response.

Multi-Agency Coordination System (MACS) – the combination of facilities, equipment, personnel, procedures, and communications integrated into a common system with responsibility for coordination of assisting agency resources and support to agency emergency operations.

Multi-Agency Coordination Group Coordinator – serves as facilitator to organize and accomplish goals of the MAC Group.

Multi-Agency Incident – an incident where one or more agencies assist a jurisdictional agency or agencies. May be single or unified command.

Multi-Jurisdictional Incident – an incident requiring action from multiple agencies that have a statutory responsibility for incident mitigation. In ICS, these incidents will be managed under Unified Command.

National Pollution Funds Center (NPFC) – as defined by Section7 of Executive Order 12777, the NPFC is the entity established by the Secretary of the Department of Transportation whose function is the administration of the Oil Spill Liability Trust Fund (OSLTF). This includes access to the OSLTF by Federal agencies, States, and designated Trustees for removal actions and initiation of natural resource damage assessments, as well as claims for removal costs and damages.

Natural Resources – means land, fish, wildlife, biota, air, water, ground water, drinking water supplies, and other such resources belonging to, managed by, held in trust by, appearing to, or otherwise controlled by the United States (including the resources of the exclusive economic zone defined by the Magnuson Fishery Conservation and Management Act of 1976), any state or local government, any foreign government, and Indian tribe, or if such resources are subject to a trust restriction on alienation, any member of an Indian tribe.

Natural Resource Trustees – officials representing State, Tribal, Federal, and foreign governments who are authorized to act pursuant to Section 107(f) of CERCLA, Section 311(f)(5) of the CWA, or Section 1006 of the OPA when there is injury or threat to natural resources, including their supporting ecosystems, as a result of a release of a hazardous substance or a discharge of oil. Natural resources means land, fish, wildlife, biota, air, water, ground water, drinking water supplies, and other such resources.

Natural Resource Damage Assessment (NRDA) – the process of identifying and quantifying the resource impacts and evaluating the value of impacted resources for the purpose of restoration.

Navigable Waters – as defined by 40 CFR 110.1, means the waters of the United States, including the territorial seas. The term includes:

(a) All waters that are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the ebb and flow of the tide;

(b) Interstate waters, including interstate wetlands;

(c) All other waters such as interstate lakes, rivers, stream (including intermittent streams), modulation, sandfills, and wetlands, the use, degradation, or destruction of which would affect or could affect interstate or foreign commerce including any such water:

- That are or could be used by interstate or foreign travelers for recreational or other purposes;
- From which fish or shellfish are or could be taken and sold in interstate or foreign commerce;
- That are used or could be used for industrial purpose by industries in interstate commerce;

(d) All impoundments of waters otherwise defined as navigable waters under this section:

(e) Tributaries of waters identified in paragraphs (a) through (d) of this definition, including adjacent wetlands;

(f) Wetlands adjacent to waters identified in paragraphs (a) through (e) of this definition, provided that waste treatment systems (other than cooling ponds meeting the criteria of this paragraph) are not waters of the United States.

NOAA Weather Station – a mobile weather data collection and forecasting facility (including personnel) provided by the National Oceanic and Atmospheric Administration, which can be utilized within the incident area.

Officer – the ICS title for the personnel responsible for the Command Staff positions of Safety, Liaison, and Information.

Offshore Facility – as defined by section 101(17) of CERCLA and section 311(a)(11) of the CWA, means any facility of any kinds located in, on, or under any of the navigable waters of the United States and any facility of any kind which is subject to the jurisdiction of the United States and is located in, on, or under any other waters, other than a vessel or a public vessel.

Oil – as defined by section 311(a) (1) of the CWA, means oil of any kind or in any form, including, but not limited to, petroleum, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredged spoil. Oil, as defined by Section 1001 of OPA means oil of any kind or in any form, including, but not limited to, petroleum, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredged oil, but does not include petroleum, including crude oil or any fraction thereof, which is specifically listed or designated as a hazardous substance under paragraphs (A) through (F) of Section 101(14) of CERCLA (42 U.S.C. 9601) and which is subject to the provisions of that Act.

Oil Spill Liabiliy Trust Fund – means the fund established by the Oil Pollution Act of 1990. As defined by the NCP, means the fund esablished under Section 9509 of the Internal Revenue Code of 1986 (26 U.S.C. Section 9509).

On-Scene Coordinator (OSC) – the pre-designated Federal official predesignated by U.S. EPA or USCG to coordinate and direct responses, or the government official designated by the lead agency to coordinate and direct removal actions under the NCP.

Onshore Facility – as defined by section 101(18) of CERCLA, means any facility (including, but not limited to, motor vehicles and rolling stock) of any kind located in, on, or any land or non-navigable waters within the United States; and, as defined by section 311(a)(10) of the CWA,

means any facility (including, but not limited to, motor vehicles and rolling stock) of any kind located in, on, or under any land within the United States other than submerged land.

Operational Period – the period of time scheduled for execution of a given set of operation actions as specified in the Incident Action Plan. Operational Periods can be various lengths, usually not over 24 hours.

Operations Section – responsible for all operations directly applicable to the primary mission. Directs the preparation of unit operational plans, requests or releases resources, makes expedient changes to the Incident Action Plan as necessary and reports such to the Incident Commander. Includes the Recovery and Protection Branch, Emergency Response Branch, Air Operations Branch, and Wildlife Branch.

Out-Of-Service Resources – resources assigned to an incident but unable to respond for mechanical, rest, or personnel reasons.

Planning Meeting – a meeting, held as needed throughout the duration of an incident, to select specific strategies and tactics for incident control operations and for service and support planning.

Planning Section – responsible for the collection, evaluation, and dissemination of tactical information related to the incident, and for the preparation and documentation of Action Plans. The section also maintains information on the current and forecasted situation, and on the status of resources assigned to the incident. Includes the Situation, Resource, Documentation, and Demobilization Units, as well as Technical Specialists.

Pollutant or Contaminant – as defined by section 101(33) of CERCLA, shall include, but not limited to, any element, substance, compound, or mixture, including disease-causing agents, which after release into the environment and upon exposure, ignition, inhalation, or assimilation into any organism, either directly from the environment or indirectly by injection through food chains, will or may reasonably be anticipated to cause death, disease, behavioral abnormalities, cancer, genetic mutation, physiological malfunctions (including malfunctions in reproduction), or physical deformations, in such organisms or their offspring. The term does not include petroleum, including crude oil, or any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance under section 101(14)(A) through (F) of CERCLA, nor does it include natural gas, liquefied natural gas, or synthetic gas of pipeline quality (or mixture of natural gas and such synthetic gas). For purposes of the NCP, the term pollutant or contaminant means any pollutant or contaminant that may present an imminent and substantial danger to public health and welfare.

POLREP – pollution report generated by USCG and/or the EPA.

Port Area Committee – a committee comprised of qualified personnel of Federal, State, and local agencies that is responsible for developing an Area Contingency Plan (ACP).

Procurement Unit – functional unit within the Finance Section responsible for financial matters involving vendor contracts.

Public Vessel – as defined by section 311(a)(4) of the CWA, means a vessel owned or bare-boat chartered and operated by the United States, or by a state, or political subdivision thereof, or by a foreign nation, except when such vessel is engaged in commerce.

Qualified Individual (QI) – the person authorized by the responsible party to act on their behalf, authorize expenditures, and obligate organization's resources.

Radio Cache – a cache may consist of a number of portable radios, a base station and in some cases a repeater stored in a pre-determined location for dispatch to incidents.

Recorders – individuals within ICS organizational units who are responsible for recording information. Recorders may be found in Planning, Logistics, and Finance Units.

Regional Response Team (RRT) – the federal response organization, consisting of representatives from selected Federal and State agencies, which acts as a regional body responsible for planning and preparedness before an oil spill occurs and for providing advice to the OSC in the event of a major or substantial spill.

Release – as defined by section 101(22) of CERCLA, means any spilling, leaking, pumping, emitting, emptying, discharging, injection, escaping, dumping, or disposing into the environment (including abandonment or discarding of barrels, containers, and other closed receptacles containing any hazardous substance or pollutant or contaminant), but excludes: Any release which results in exposure to persons solely within a workplace, with respect to a claim which such persons may assert against the employer of such persons; emissions from the engine; release of source, by-product or special nuclear material from a nuclear incident, as those terms are defined in the Atomic Energy Act of 1954, is such release is subject to requirements with respect to financial protection established by the Nuclear Regulatory Commission under section 170 of such Act, or, for the purpose of section 104 of CERCLA or any other response action, any release of source, by-product, or special nuclear material from any processing site designated under section 122(a)1 or 302(s) of the Uranium Tailing Radiation Control Act of 1978; and the normal application of fertilizer. For the purpose of this plan, release also means substantial threat of release.

Remove or Removal – as defined by section 311(a)(8) of the CWA, refers to removal of oil or hazardous substances from the water and shorelines or the taking of such other actions as may be necessary to minimize or mitigate damage to the public health of welfare of the environment. As defined by section 101(23) of CERCLA, remove or removal means the cleanup or removal of released hazardous substances from the environment; such actions as may be necessary to be taken in the event of the threat of release of hazardous substance into the environment; such actions as may be necessary to monitor, assess, and evaluate the release or threat of release of hazardous substances; the disposal of removed material, or the taking of such other actions as may be necessary to prevent, minimize, or mitigate damage to the public health or welfare or to the environment, which may otherwise result from a release or threat of release. The term includes, in addition, without being limited to, security fencing or other measures to limit access, provision of alternative water supplied, temporary evacuation and housing of threatened individuals not otherwise provided for, action take under 104(b) of CERCLA, post-removal site control, where appropriate, and any emergency assistance which may be provided under the Disaster Relief Act of 1974. For the purposes of the NCP, the term also includes enforcement activities related thereto.

Reporting Location – any one of six facilities/locations where incident assigned resources may check-in. The locations are: Incident Command Post – Resources Unit, Base, Camp, Staging Area, Helibase or Division Supervisor for direct line assignments. (Check-in at one location only).

Resources – all personnel and major items of equipment available, or potentially available, for assignment to incident tasks on which status is maintained.

Resources Unit – functional unit within the Planning Section responsible for recording the status of resources committed to the incident. The Unit also evaluates resources currently committed to the incident, the impact that additional responding resources will have on the incident, and anticipated resource needs.

Respond or Response – as defined by section 101(25) of CERCLA, means remove, removal, remedy, or remedial action, including enforcement activities related thereto.

RP – responsible party.

Safety Officer (SO) – a member of the Command Staff responsible for monitoring and assessing safety hazards or unsafe situations, and for developing measures for ensuring personnel safety. The Safety Officer may have assistants.

SARA – is the Superfund Amendments and Re-authorization Act of 1986. In addition to certain freestanding provisions of law, it includes amendment to CERCLA, the Solid Waste Disposal Act, and the Internal Revenue Code. Among the freestanding provisions of law is Title III of SARA, also known as the "Emergency Planning and Community Right To Know Act of 1986" and Title IV of SARA, also known as the "Radon Gas and Indoor Air Quality Research Act of 1986". Title V of SARA amending the Internal Revenue Code is also known as the "Superfund Revenue Act of 1986".

Section – that organization level having functional responsibility for primary segments of incident operation such as: Operations, Planning, Logistics, and Finance. The Section level is organizationally between Branch and Incident Commander.

Service Branch – a branch within the Logistics Section responsible for service activities at the incident. Includes the Communications, Medical and Food Units.

Single Resource – an individual, a piece of equipment and its personnel complement, or a crew or team of individuals with an identified work supervisor that can be used on an incident.

Sinking Agents – means those additives applied to oil discharges to sink floating pollutants below the water surface.

Site Safety Plan – legal document required by OSHA before entry into site, prepared by Safety Officer (see also Health & Safety Plan {HASP}).

Situation Unit – functional unit within the Planning Section responsible for the collection, organization and analysis of incident status information, and for analysis of the situation as it progresses. Reports to the Planning Section Chief.

Size Classes of Discharges – refers to the following size classes of oil discharges which are provided as guidance to the FOSC and serve as the criteria for the actions delineated in Subpart E of the NCP. They are not meant to imply associated degrees of hazard to the public health or welfare, nor are they a measure of environmental damage. Any oil discharge that poses a threat to public

health or welfare or results in critical public concern shall be classified as major discharge regardless of the following quantitative measures:

- Minor discharges means a discharge to the inlands water of less than 1,000 gallons of oil.
- Medium discharge means a discharge of 1,000 to 10,000 gallons of oil.
- Major discharge means a discharge of more than 10,000 gallons of oil.

Size Classes of Releases – refers to the following size classifications which are provided as guidance to the FOSC for meeting pollution reporting requirements in Subpart C of the NCP. The final determination of the appropriate classification of a release will be made by the FOSC based on consideration of the particular release (e.g. size, location, impact, etc.).

- Minor release means release of a quantity of hazardous substance(s), pollutant(s), or contaminant(s) that poses minimal threat of public health or welfare or the environment.
- Medium release means all releases not meeting the criteria for a minor or major release.
- Major release means release of a quantity of hazardous substance(s), pollutant(s), or contaminant(s) that poses substantial threat to public health or welfare or the environment or result in significant public concern.

Span of Control – the supervisory ratio of from three-to-seven individuals, with five-to-one being established as optimum.

Specified Ports and Harbors – means those ports and harbor areas on inland waters, and land areas immediately adjacent to those waters, where the USCG acts as pre-designated on-scene coordinator. Precise locations are determined by EPA/USCG regional agreements and identified in federal regional contingency plans.

Spill of National Significance (SONS) – as defined by the NCP, means a spill that due to its severity, size, location, actual or potential impact on the public health and welfare or the environment, or the necessary response effort, is so complex that it requires extraordinary coordination of Federal, State, Local, and responsible party resources to contain and clean up the discharge.

Staging Area – that location where incident personnel and equipment are assigned awaiting tactical assignment.

State Duty Officer – a representative of a State agency that maintains a 24 hour watch at a specific location for receiving and disseminating "all-hazard" information to respective response agencies within the state.

State Emergency Response Commission (SERC) – as provided in SARA Section 301(a), an individual or group of officials appointed by the State governor to implement the provisions of EPCRA. The SERC coordinates and supervises the work of the Local Emergency Planning Committees and review Local emergency plans annually.

State IC – state Incident Commander.

Strategy – the general plan or direction selected to accomplish incident objectives.

Supervisor – the ICS title for individuals responsible for command or a Division or Group.

Supply Unit – functional unit within the Support Branch of the Logistics Section responsible for ordering equipment and supplies required for incident operations.

Support Branch – a branch within the Logistics Section responsible for providing personnel, equipment and supplies to support incident operations. Includes the Supply, Facilities and Transportation Units.

Supporting Materials – refers to the several attachments that may be included with an Incident Action Plan (e.g. communications plan, map, safety plan, traffic plan, and medical plan).

Surface Collecting Agents – means that chemical agents that form a surface film to control the layer thickness of oil.

Tactical Direction – direction given by the Operations Section Chief which includes the tactics appropriate for the selected strategy, the selection and assignment of resources, tactics implementation, and performance monitoring for each operational period.

Task Force – a group of resources with common communications and a leader assembled for a specific mission.

Technical Specialists – personnel with special skills that can be used anywhere within the ICS organization.

Team – specified combinations of the same kind and type of resources, with common communications and a leader.

Temporary Flight Restrictions (TFR) – temporary airspace restrictions for non-emergency aircraft in the incident area. TFR's are established by the FAA to ensure aircraft safety and are normally limited to a five-nautical mile radius and 2000 feet in altitude.

Time Unit – functional unit within the Finance Section responsible for recording time for incident personnel and hired equipment.

Tribal Emergency Response Commission (TERC) – a group of officials appointed by Native American governing bodies to implement the provisions of Title III of SARA.

Trustee – means an official of a federal natural resources management agency designated in Subpart G of the NCP or a designated state official or Indian tribe who may pursue claims for damages under section 107(f) of CERCLA. (See also Natural Resource Trustee).

Unified Command (UC) – in ICS, Unified Command is a unified team effort which allows all agencies with responsibility for the incident, either geographical or functional, to manage an

incident by establishing a common set of incident objectives and strategies. This is accomplished without losing or abdicating agency authority, responsibility or accountability.

Unit – that organizational element having functional responsibility for a specific incident planning, logistic, or finance activity.

Used Oil – any oil that has been refined from crude oil, or any synthetic oil, that has been used and as a result of such use is contaminated by physical or chemical impurities.

Vessel Support Unit – functional unit within the Support Branch of the Logistics Section responsible for implementing the Vessel Routing Plan and coordinating transportation on the water and between shore resources.

Volunteer – any individual accepted to perform services by the Lead Agency, which has authority to accept volunteer services (examples: See 16 U.S.C. 742f(c)). A volunteer is subject to the provisions of the authorizing statute and the NCP.

Waste Oil – for the purposes of this plan, waste oil is any oil that has been refined from crude oil, or any synthetic oil, that has been physically or chemically contaminated as a result of a spill. (see also Used Oil).

Wetlands – those areas that are mandated or saturated by surface or groundwater at a frequency or duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include playa lakes, swamps, marshes, bogs, and similar areas such as sloughs, prairie potholes, wet meadows, prairie river overflows, mudflats, and natural ponds.

Worst Case Discharge – as defined by Section 311(a)(24) of the CWA, means, in the case of a vessel, a discharge in adverse weather conditions of its entire cargo and, in the case of an offshore facility or onshore facility, the largest foreseeable discharge in adverse weather conditions.

MSO Chicago
Area Contingency Plan

RECORD OF CHANGES

Change #No.	*Date of Change*	*Date Entered*	*Entered By:*

MSO Chicago
Area Contingency Plan

RECORD OF REVIEW

Date of Review	*Reviewed By:*	*Agency or Unit*